



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2000-12

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information.			
Biweekly 2000-01			
99-27-01		Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219
99-27-03		Fokker	F27 Mark 050 Series
99-27-04		Rolls-Royce	Engine: Dart 506, 510, 511, 514, 525, 526, 529, 530, +
99-27-05		Boeing	767-200, -300, and -300F Series
99-27-06		Boeing	757-200, -200PF, and -200CB Series
99-27-07	S 98-25-53	Airbus	A300 B4-600R and A300 F4-600R Series
99-27-08		SAAB	SAAB SF340A and SAAB 340B Series
99-27-09		Airbus	A300 B4-203 Series
99-27-10		Airbus	A310 and A300-600 Series
99-27-11		British Aerospace	BAC 1-11 200 and 400 Series
99-27-13		Fokker	F27 Mark 050 Series
99-27-14	S 99-01-15	Airbus	A340-211, -212-, -213, -311, -312, and -313 Series
99-27-15		General Electric	Engine: GE90-76B, -77B, -85B, -90B, and -92B
99-27-16		CFE	Engine: CFE738-1-1B
2000-01-51	E	Bombardier	CL-600-2B16 (CL-604)
Biweekly 2000-02			
98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-21		Boeing	737-300, -400, -500, -600, -700, and -800 Series
2000-01-01		Airbus	A300 B2-1A, B2-1C, B2-203, B2K-3C, B4-103, B4-2C +
2000-01-02		Raytheon	BAe.125 Series 1000A and 1000B and Hawker 1000 Series
2000-01-03		SAAB	SAAB 2000 Series
2000-01-04		SAAB	SAAB 2000 Series
2000-01-07		Bombardier	DHC-8-100, -200, and -300 Series
2000-01-08		British Aerospace	ATP
2000-01-09		General Electric	Engine: CJ610 Series and CF700 Series
2000-01-12	S 97-14-11	Bombardier	CL-600-2B19 (Regional Jet Series 100) Series
2000-01-13	S 99-08-12	Pratt & Whitney	Engine: JT9D-7, -7A, -7H, -7AH, -7F, -7J, -20, -20J +
2000-01-14		Boeing	777 Series
2000-01-15		Fokker	F27 Mark 050 Series
2000-01-17		McDonnell Douglas	MD-90 Series
2000-01-18		McDonnell Douglas	DC-8 Series
2000-01-51		Bombardier	CL-604 variant of Canadair Model CL-600-2B16 Series
2000-02-01		McDonnell Douglas	DC-8 Series
2000-02-02		Short Brothers	SD3-60 SHERPA, SD3-SHERPA Series and SD3-30 Series
2000-02-03		Boeing	737-300, -400, and -500 Series
2000-02-04		Airbus	A300 Series, A300-600, and A310 Series
2000-02-13		Bombardier	DHC-8-100, -200, and -300 Series
Biweekly 2000-03			
99-26-03	COR	McDonnell Douglas	MD-11 Series
2000-02-05	S 98-24-01	British Aerospace	Jetstream 4101
2000-02-06		Bombardier	DHC-8-100, -200, and -300 Series
2000-02-07		Bombardier	DHC-7-100 Series
2000-02-08		Dornier	328-100 Series
2000-02-10		Boeing	747 Series
2000-02-11		Boeing	777-200 Series
2000-02-15		Raytheon	65-90, 65-A90, B90, and C90
2000-02-17		Rolls-Royce	Engine: RB211 Trent 768-60, 772-60, and 772B-60 Series
2000-02-18	S 97-09-14	Boeing	737-100, -200, -300, -400, and -500 Series
2000-02-19	S 90-02-16	Boeing	727 Series
2000-02-20	S 95-13-12 R1	Boeing	767 Series
2000-02-21		British Aerospace	Jetstream 4101

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Biweekly 2000-03...Cont'd			
2000-02-22		Boeing	747-400 Series
2000-02-23		McDonnell Douglas	DC-9-10, -20, -30, -40, and -50 Series and DC-9-81, +
2000-02-24		Airbus	A300, A310, and A300-600 Series
2000-02-33		Boeing	747-400 Series
2000-02-34		Bombardier	CL-600-2B19 (Regional Jet Series 100) Series
2000-02-35		Raytheon	DH.125, HS.125, BH.125 Series 1A, 1B, 3A, 400A, +
2000-02-36	S 98-20-10	Airbus	A319, A320, and A321 Series
2000-02-37		Boeing	747 Series
2000-02-38	S 91-20-07	Airbus	A300, A300-600, and A310 Series
2000-03-01		Boeing	747-100 and -200 Series
2000-03-02		General Electric	Engine: GE90-90B, -85B, and -76B Series
2000-03-03		General Electric	Engine: CF34-3A1 and -3B1 Series
Biweekly 2000-04			
99-23-26 R1		General Electric	Engine: CF34-1A, CF34-3A, -3A1, -3A2, and CF34-3B +
2000-02-27		Embraer - Empresa Brasileira	EMB-110P1 and EMB-110P2
2000-02-39		Airbus	A300 Series
2000-03-04		General Electric	Engine: CF6-80C2 Series turbofan
2000-03-05		Boeing	737-200 Series
2000-03-07		Rolls-Royce	Engine: RB211-524H-36 Series turbofan
2000-03-08		McDonnell Douglas	MD-90-30
2000-03-10		McDonnell Douglas	MD-11 Series
2000-03-11		McDonnell Douglas	MD-11 Series
2000-03-12		McDonnell Douglas	MD-11 Series
2000-03-13		McDonnell Douglas	MD-11 Series
2000-03-14		McDonnell Douglas	MD-11 Series
2000-03-15		McDonnell Douglas	MD-11 and MD-11F Series
2000-03-16		McDonnell Douglas	MD-11 Series
2000-03-17	S 97-23-01	Fairchild	SA226 and SA227 Series
2000-03-20		Airbus	A300-600
2000-03-21		Boeing	767
2000-03-22		Boeing	747-100, -200, and 747SP Series
2000-04-02		Boeing	737-100, -200, -300, -400, and -500 Series
2000-04-03		McDonnell Douglas	DC-3 and DC-4 Series
2000-04-04		Fokker	F.28 Mark 0070 and 0100 Series
2000-04-05		Israel	Astra SPX Series
2000-04-06		Airbus	A319, A320, and A321 Series
2000-04-07		British Aerospace	ATP
2000-04-08		Boeing	737-200C Series
2000-04-09		Embraer - Empresa Brasileira	EMB-135 and EMB-145 Series
2000-04-10		Hoffmann	Propeller: HO27() and HO4/27 Series
2000-04-11		Airbus	A319, A320, and A321 Series
Biweekly 2000-05			
98-21-21	R1	Bob Fields Aerocessories	Appliance: Electric inflatable door seals
2000-03-51		McDonnell Douglas	DC-9, MD-90-30, 717-200, and MD-88
2000-04-13		Aerospatale	ATR72 Series
2000-04-14		General Electric	Engine: CF6-80C2 A1/A2/A3/A5/A8/A5F/B1/B2/B4/B6 +
2000-04-17		Boeing	747-100, -200, and -300 Series
2000-04-18		Boeing	757 Series
2000-04-19		Dassault	Mystere-Falcon 50 Series
2000-04-22		Rolls-Royce	Engine: RB211-524G2-T-19, RB211-524G3-T-19, +
2000-04-23		Dornier	328-100 Series and 328-300 Series
2000-05-09		Boeing	757-200, -200PF, and -200CB Series
2000-05-10		General Electric	Engine: GE90-85B Series turbofan

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Biweekly 2000-06			
2000-03-03	COR	General Electric	Engine: CF34-3A1 and -3B1 Series turbofan
2000-04-24		Honeywell International	Appliance: 36-300(A), 36-280(B), and 36-280(D) Series
2000-05-01		McDonnell Douglas	MD-11 Series
2000-05-02		Fokker	F27 Mark 050, 200, 500, and 600 Series
2000-05-04		Airbus	A330 and A340 Series
2000-05-05		Construcciones Aeronauticas	CN-235-100 and CN-235-200 Series
2000-05-07		Airbus	A300 and A300-600 Series
2000-05-08		Airbus	A319 and A321 Series
2000-05-14		AlliedSignal	Engine: ALF502 and LF507 Series turbofan
2000-05-18		Airbus	A300, A310, and A300-600 Series
2000-05-19		Boeing	727 Series
2000-05-20		Dassault	Fan Jet Falcon, Mystere-Falcon 20, 50, 00, and 900 Series +
2000-05-21		Airbus	A319, A320, A321, A330, and A340 Series
2000-05-24		Honeywell International	Appliance: KAP 140 or KFC 225 autopilot system
2000-05-25	S 96-14-09	British Aerospace	BAe 146-100A, and -300 Series
2000-05-26	S 93-18-04	Aerospatale	ATR42-200, ATR42-300, and ATR42-320 Series
2000-05-27	S 98-21-06	British Aerospace	BAe 146-100A, -200A, and -300A Series
2000-05-28		British Aerospace	BAe 146 and Avro 146-RJ Series
2000-05-29		Boeing	737-100, -200, -300, -400, and -500 Series
2000-05-30		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300 +
2000-06-02		Dornier	228-100, 228-101, 228-200, 228-201, 228-202, +
2000-06-04		Fairchild	SA226-T, SA226-AT, SA226-T(B), SA227-AT, +
Biweekly 2000-07			
2000-05-22		CFM International	Engine: CFM56-2, -2A, -2B, -3, -3B, and -3C Series
2000-06-08	S 98-01-15	Airbus	A330-301, -321, -322, -341, -342, A340-211, -212, -213 +
2000-06-13	S 98-25-06	Boeing	737-200, -200C, -300, -400 Series
2000-07-01	S 98-13-34	Embraer-Empresa Brasileira	EMB-145 Series
2000-07-02		McDonnell Douglas	MD-11 Series
2000-07-51	E	McDonnell Douglas	717-200 Series
Biweekly 2000-08			
2000-01-05	S 99-18-03	Boeing	747-100B, -200, -300, and SP Series
2000-05-03		Airbus	A300-600 and A310 Series
2000-05-12		Rolls-Royce	Engine: RB211-524G2-19, RB211-524G3-19, +
2000-05-13		Boeing	737-100, -200, -300, -400, and -500 Series
99-13-08 R1		Lockheed	L-1011-385 Series
99-23-22 R2	Recission	Transport Category Airplanes	Appliance: Mode "C" Transponder
2000-07-05	S 99-07-06	Boeing	767 Series
2000-07-06		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2000-07-07		Airbus	A300 Series
2000-07-08		Boeing	777 Series
2000-07-10		Boeing	747-200B, -300, -400, -400D, -400F Series
2000-07-11		Industrie Aero. Mec.	Piaggio P-180
2000-07-13		Boeing	757-200, -200PF Series
2000-07-14		McDonnell Douglas	MD-11 Series
2000-07-15		McDonnell Douglas	MD-11 Series
2000-07-16	S 94-11-06	McDonnell Douglas	MD-11 and MD-11F Series
2000-07-18		McDonnell Douglas	MD-11 and MDj-11F Series
2000-07-20		McDonnell Douglas	MD-11 Series
2000-07-21		McDonnell Douglas	MD-11 Series
2000-07-22		Airbus	A300-600 Series

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Biweekly 2000-08...Cont'd			
2000-07-23		Bombardier	DHC-8-100 Series
2000-07-24		Fokker	F.28 Mark 0070 and 0100
2000-07-25		Gulfstream Aerospace	G-IV Series
2000-07-27		Transport Category Airplanes	Appliance: Honeywell Air Data Inertial Reference Unit
2000-07-28	S 99-18-22	Fokker	F27 Series
2000-07-29	S 98-16-09	Airbus	A300, A310, and A300-600 Series
2000-08-01		Rolls-Royce	Engine: Tay 650-15 Series Turbofan
2000-08-03	S 2000-05-01	McDonnell Douglas	MD-11 Series
Biweekly 2000-09			
95-19-04 R1	Rescission	Learjet	35, 35A, 36, 36A, 55, 55B, and 55C
99-27-14	COR	Airbus industrie	A340-211, -212, -213, -311, -312, and -313 Series
	S 99-01-15		
2000-05-06		Raytheon Aircraft Company	400A series and 400T Series
2000-07-04		Dornier Luftfahrt GMBH	328-100 series
2000-07-09		Boeing	737-600, -700, and -800 series
2000-07-12		Boeing	727-100, -100C, and -200 Series
2000-07-17		McDonnell Douglas	MD-11 Series
2000-07-19		McDonnell Douglas	MD-11 Series
2000-07-26		Airbus Industrie	A300 Series
2000-07-51		McDonnell Douglas	717-200 Series
2000-08-07	S 96-24-16	Raytheon Aircraft Co	BAe 125-800A and BAe 125-800B, Hawker 800, +
2000-08-08		Boeing	737-600, -700, and -800 Series
2000-08-10	S 99-08-17	General Electric Company	Engine: GE90-76B/-77B/-85B/-90B/-92B Series
2000-08-11	S 99-08-18	General Electric Company	Engine: CF6-6, CF6-45, and CF6-50 Series
2000-08-12	S 99-08-13	General Electric Company	Engine: CF6-80A, CF6-80C2, and CF6-80E1 Series
2000-08-13		Learjet	45
2000-08-14		Boeing	747 Series
2000-08-15		Boeing	777 Series
2000-08-17		Boeing	737-100, -200, -300, -400, and -500 Series
2000-08-19		Boeing	727 and 727C series
2000-08-20		Lockheed	L-1011-385-1, -1-14, -1-15, and -3 Series
2000-08-21		Boeing	747 Series
2000-09-01	S 93-20-02	McDonnell Douglas	DC-8 Series
2000-09-02		McDonnell Douglas	DC-8 Series
2000-09-03	S 2000-02-33	Boeing	747-400 Series
2000-09-04	S 2000-02-20	Boeing	767 Series
2000-09-05		Allison Engine Company	Engine: AE 3007A, AE 3007A1, AE 3007A1/1, +
Biweekly 2000-10			
2000-08-18		McDonnell Douglas	DC-9 series, MD-88, MD-90-30
2000-09-07		McDonnell Douglas	DC-10-10, -15, -30, -30F, and -40 Series, +
2000-09-08		Boeing	747-100, -200, 747SP, and 747SR Series
2000-09-09	S 99-01-12	Embraer - Empresa Brasileira	EMB-145
2000-09-10		Airbus Industrie	A300-600 Series
2000-09-11		Fokker Services BV	F.28 Mark 0070
2000-09-12		Raytheon Aircraft Company	400A series, 400T (T-1A) Series, 400T (TX) Series
2000-09-13		British Aerospace	Jetstream 3201
2000-09-14		Rolls-Royce	Engine: RB211-535 Series
2000-10-02		Airbus	All A319, A320, A321, A330, and A340 Series
2000-10-03		McDonnell Douglas	DC-10 Series
2000-10-51	E	Boeing	767 Series

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AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information.

Biweekly 2000-11

2000-04-05	C	Israel Aircraft Industries	Astra SPX Series
2000-10-01	S 96-08-08	Airbus Industrie	A300 B2, A300 B2K, A300 B2-200, A300 B4-2C, +
2000-10-04		Israel Aircraft Industries	1124 and 1124A Westwind
2000-10-11		Gulfstream Aerospace	G-159 Series
2000-10-12		Boeing	747-400 Series
2000-10-15	S 93-08-15	Airbus Industrie	A320 Series
2000-10-16	S 98-14-11	Airbus Industrie	A319, A320, and A321 Series
2000-10-17		Boeing	747 Series
2000-10-18	S 96-11-05	Airbus Industrie	A300, A300-600, and A310 Series
2000-10-19		Israel Aircraft Industries	1125 Westwind Astra and Astra SPX Series
2000-10-21		Boeing	737-300, -400, and -500 Series
2000-10-23	S 97-26-21	Boeing	747-100, 747-200, 747-300, 747SR, and 747SP Series
2000-11-01		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), +
2000-11-02		McDonnell Douglas	DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, +

Biweekly 2000-12

2000-10-20		Lockheed	L-1011-385 Series
2000-10-31		Boeing	767 Series
2000-11-03		Dassault Aviation	Falcon 2000, Mystere-Falcon 900, Falcon 900EX, +
2000-11-06		Boeing	767 Series
2000-11-07	S 97-05-01	Boeing	747-200, -300, and -400 Series
2000-11-08	S 98-08-23	Boeing	747 and 767 Series
2000-11-09		Airbus	A319, A320, and A321 Series
2000-11-10	S 94-18-03	Rolls-Royce	Engine: RB211-22B and -524 Series
2000-11-11		Boeing	777-200 Series
2000-11-12		General Electric Company	Engine: CF6-45/50 Series
2000-11-13		Fokker Services	F.28 Mark 1000, 2000, 3000, and 4000 Series
2000-11-15		AlliedSignal (Honeywell)	Engine: ALF502R and LF507 Series
2000-11-19		Boeing	767-200 and -300 Series
2000-11-20		Bombardier Inc.	DHC-8-100 and -300 Series
2000-11-21		Airbus Industrie	A319, A320, and A321 Series
2000-11-22		Allison Engine	Engine: AE 3007A, AE3007A1/1, AE 3007A1/2, +
2000-11-23		Airbus Industrie	A300, A310, and A300-600 Series
2000-11-24		British Aerospace Regional	ATP
2000-11-25		Airbus Industrie	A320-232 and -233 Series
2000-11-26		Airbus Industrie	A330 and A340 Series
2000-11-27		Airbus Industrie	A319, A320, and A321 Series
2000-11-28		Boeing	747-400, 767-200 and -300 Series
2000-11-29		Fokker Services	F27 Mark 050, 100, 200, 300, 400, 500, 600, +
2000-12-01	S 99-08-16	CFM International	Engine: CFM56-2, -2A, -2B, -3, -3B, -3C, -5, -5B, +
2000-12-02	S 99-08-15	Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, +
2000-12-04	S 97-11-01	Airbus Industrie	A319, A320, and A321 Series
2000-12-05	S 99-08-11	International Aero Engines	Engine: AG (IAE) V2500-A1/-A5/-D5 Series
2000-12-06		Airbus Industrie	A330 and A340 Series
2000-12-07		Saab Aircraft	SAAB SF340A, and SAAB 340B Series
2000-12-15		Dassault Aviation	Falcon 2000, Mystere-Falcon 900, Falcon 900EX, +

BW 2000-12

**LOCKHEED
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-10-20 LOCKHEED: Amendment 39-11744. Docket 98-NM-311-AD.

Applicability: All Model L-1011-385 series airplanes, as listed in Lockheed Service Bulletin 093-53-279, dated May 6, 1998; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct cracking of the fuselage skin, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Perform an ultrasonic inspection on the fuselage skin in the area of the stringerless sidewall window belts, at the radii on both the forward and aft sides of the machined cutout where the fuselage skin steps from 0.40 to 0.23 inch, to detect cracking in the base of the radii. Accomplish the inspection in accordance with Lockheed Service Bulletin 093-53-279, dated May 6, 1998, at each of the 6 specific inspection zones identified in the service bulletin at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of 20,000 total flight cycles; or

(2) Within 600 flight cycles or 6 months after the effective date of this AD, whichever occurs first.

(b) For readings of less than 20 percent obtained at all 6 inspection zones during the ultrasonic inspection required by paragraph (a) of this AD: Repeat the ultrasonic inspection thereafter at intervals not to exceed 1,500 flight cycles.

(c) Except as provided by paragraph (e) of this AD: For any reading of 20 percent or greater and less than or equal to 50 percent obtained at any inspection zone during the ultrasonic inspection required by paragraph (a) of this AD, prior to further flight, perform a low frequency eddy current (LFEC) inspection to measure the depth of the cracking, in accordance with Lockheed Service Bulletin 093-53-279, dated May 6, 1998.

(1) If the results of the LFEC inspection are outside the reject zone, as defined in the service bulletin: Within 1,500 flight cycles, repeat both the ultrasonic and LFEC inspections specified by paragraphs (a) and (c), respectively, of this AD.

(i) If the results of the LFEC inspection specified by paragraph (c)(1) of this AD are outside the reject zone: Within 1,800 flight cycles after the initial crack finding, as detected during the ultrasonic inspection specified in paragraph (a) of this AD, repair any affected inspection zone in accordance with Part II of the Accomplishment Instructions of the service bulletin. Such repair constitutes terminating action for the repetitive inspection requirements of this AD for the repaired inspection zone only.

(ii) If the results of the LFEC inspection specified by paragraph (c)(1) of this AD are within the reject zone: Prior to further flight, repair any affected inspection zone in accordance with Part II of the Accomplishment Instructions of the service bulletin. Such repair constitutes terminating action for the repetitive inspection requirements of this AD for the repaired inspection zone only.

(2) If the results of the LFEC inspection are within the reject zone, as defined in the service bulletin: Prior to further flight, repair any affected inspection zone in accordance with Part II of the Accomplishment Instructions of the service bulletin. Such repair constitutes terminating action for the repetitive inspection requirements of this AD for the repaired inspection zone only.

(d) Except as provided by paragraph (e) of this AD: For any reading of 50 percent or greater obtained at any inspection zone during the ultrasonic inspection required by paragraph (a) of this AD, prior to further flight, perform a LFEC inspection to measure the depth of the cracking, in accordance with Lockheed Service Bulletin 093-53-279, dated May 6, 1998.

(1) If the results of the LFEC inspection are outside the reject zone, as defined in the service bulletin: Within 300 flight cycles, repeat both the ultrasonic and LFEC inspections specified in paragraphs (a) and (c), respectively, of this AD.

(i) If the results of the LFEC inspection specified by paragraph (d)(1) of this AD are outside the reject zone: Within 600 flight cycles after the initial crack finding, as detected during the ultrasonic inspection specified in paragraph (a) of this AD, repair any affected inspection zone in accordance with Part II of the Accomplishment Instructions of the service bulletin. Such repair constitutes terminating action for the repetitive inspection requirements of this AD for the repaired inspection zone only.

(ii) If the results of the LFEC inspection specified by paragraph (d)(1) of this AD are within the reject zone: Prior to further flight, repair any affected inspection zone in accordance with Part II of the Accomplishment Instructions of the service bulletin. Such repair constitutes terminating action for the repetitive inspection requirements of this AD for the repaired inspection zone only.

(2) If the results from the LFEC inspection are within the reject zone, as defined in the service bulletin: Prior to further flight, repair any affected inspection zone in accordance with Part II of the Accomplishment Instructions of the service bulletin. Such repair constitutes terminating action for the repetitive inspection requirements of this AD for the repaired inspection zone only.

(e) For any inspection results that require repair in two adjacent zones: Prior to further flight, repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

Alternative Methods of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

Special Flight Permits

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(h) Except as provided by paragraph (e) of this AD, the actions shall be done in accordance with Lockheed Service Bulletin 093-53-279, dated May 6, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Lockheed Martin Aircraft & Logistics Center, 120 Orion Street, Greenville, South Carolina 29605. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on July 12, 2000.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6063; fax (770) 703-6097.

Issued in Renton, Washington, on May 17, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

BOEING AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-10-51 BOEING: Amendment 39-11770. Docket 2000-NM-138-AD.

Applicability: Model 767 series airplanes, line numbers (L/N) 1 through 230 inclusive, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct cracking or fracturing of the tension bolts on the side load underwing fittings on the strut, which would eventually result in loss of the strut, accomplish the following:

One-Time Inspection

(a) At the applicable time specified in paragraph (a)(1) or (a)(2) of this AD, perform a one-time inspection of the tension bolts in the side load underwing fittings on both struts to determine whether tension bolts made of H-11 steel are installed, in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Revision 1, dated May 18, 2000. If the inspection shows conclusively that no H-11 steel bolt is installed, no further action is required by this AD.

(1) For airplanes having L/N 1 through 162 inclusive: Inspect within 5 days after the effective date of this AD.

(2) For airplanes having L/N 163 through 230 inclusive: Inspect within 10 days after the effective date of this AD.

Repetitive Inspections

(b) If any H-11 steel bolt is found during the inspection required by paragraph (a) of this AD, or if the type of bolt cannot be determined: Prior to further flight, perform an ultrasonic inspection to detect cracking or fracturing of the tension bolts in the side load underwing fittings on both struts, in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Revision 1, dated May 18, 2000. Repeat the inspection thereafter at intervals not to exceed 500 flight hours or 300 flight cycles, whichever occurs later.

Replacement

(c) If any cracked or fractured bolt is found during any inspection required by paragraph (b) of this AD, prior to further flight, replace both tension bolts in the affected side load underwing fitting with new, improved bolts, in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Revision 1, dated May 18, 2000.

Additional Inspection Requirements

(d) If both tension bolts in one side load underwing fitting are found cracked or fractured during any inspection required by paragraph (b) of this AD, prior to further flight, perform inspections to detect discrepancies of adjacent structure in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. For an inspection method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Reporting Requirement

(e) For airplanes having L/N 163 through 230 inclusive on which an H-11 bolt is found installed, or on which the type of bolt cannot be determined during the inspection required by paragraph (a) of this AD: Within 48 hours after performing the inspection required by paragraph (b) of this AD, submit a report of findings to the Manager, Seattle ACO, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. The report must include the type of bolt found and the airplane serial number. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 **et seq.**), and have been assigned OMB Control Number 2120-0056.

Optional Terminating Action

(f) Replacement of all H-11 steel tension bolts in the side load underwing fittings on both struts with new, improved bolts, in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Revision 1, dated May 18, 2000, constitutes terminating action for this AD.

Alternative Methods of Compliance

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(i) Except as provided by paragraph (d) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Boeing Alert Service Bulletin 767-57A0074, Revision 1, dated May 18, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(j) This amendment becomes effective on June 19, 2000, to all persons except those persons to whom it was made immediately effective by emergency AD 2000-10-51, issued on May 18, 2000, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT:

James Rehr, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2783; fax (425) 227-1181.

Issued in Renton, Washington, on June 1, 2000.

Donald L. Rigg, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**DASSAULT AVIATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-11-03 DASSAULT AVIATION: Amendment 39-11751. Docket 2000-NM-109-AD.

Applicability: All Model Falcon 2000, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, and Mystere-Falcon 200 series airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To provide the flight crew with speed limitations, which are intended to mitigate severe pitch oscillations in the event of failure indications of the pitch feel system, accomplish the following:

Airplane Flight Manual (AFM) Revision

(a) Within 7 days after the effective date of this AD, revise the Limitations Section and Abnormal Procedures Section of the FAA-approved AFM, in accordance with paragraph (a)(1), (a)(2), (a)(3), (a)(4), (a)(5), (a)(6), (a)(7), or (a)(8), as applicable, of this AD.

(1) For Model Fan Jet Falcon series airplanes: Insert Dassault Aviation Temporary Revision 19, DTM589/590/591/592, Temporary Revision 19, DTM592, and Dassault Aviation Temporary Revision 11, DTM918, each dated October 27, 1999, into the AFM.

(2) For Model Mystere-Falcon 20 series airplanes: Insert Dassault Aviation Temporary Change 20, DTM30528, dated October 27, 1999, into the AFM.

(3) For Model Mystere-Falcon 200 series airplanes: Insert Dassault Aviation Temporary Change 29, DTM308A, dated October 27, 1999, into the AFM.

(4) For Model Mystere-Falcon 50 series airplanes: Insert Dassault Aviation Temporary Change 50, DTM813, dated October 27, 1999, into the AFM.

(5) For Model Mystere-Falcon 50EX series airplanes: Insert Dassault Aviation Temporary Change 49, FM813EX, dated October 27, 1999, into the AFM.

(6) For Model Mystere-Falcon 900 series airplanes: Insert Dassault Aviation Temporary Change 80, DTM20103, and Temporary Change 4, FM900C, each dated October 27, 1999, into the AFM.

(7) For Model Falcon 900EX series airplanes: Insert Dassault Aviation Temporary Change 46, DTM561, dated October 27, 1999, into the AFM.

(8) For Model Falcon 2000 series airplanes: Insert the following statement into the AFM. This may also be accomplished by inserting a copy of this AD into the AFM.

“If the PITCH FEEL warning light is on, reduce the airspeed to 260 KIAS or MI 0.76 max.”

NOTE 1: When the Temporary Changes and Temporary Revisions specified in paragraph (a) of this AD have been incorporated into the general revisions of the AFM, the general revisions may be inserted into the AFM, provided that the information contained in the general revisions is identical to that specified in the Temporary Changes and Temporary Revisions.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) Except as provided by paragraph (a)(8) of this AD, the Airplane Flight Manual revisions shall be done in accordance with Dassault Aviation Temporary Revision 19, DTM589/590/591/592, dated October 27, 1999; Dassault Aviation Temporary Revision 19, DTM592, dated October 27, 1999; Dassault Aviation Temporary Revision 11, DTM918, dated October 27, 1999; Dassault Aviation Temporary Change 20, DTM30528, dated October 27, 1999; Dassault Aviation Temporary Change 29, DTM308A, dated October 27, 1999; Dassault Aviation Temporary Change 50, DTM813, dated October 27, 1999; Dassault Aviation Temporary Change 49, FM813EX, dated October 27, 1999; Dassault Aviation Temporary Change 80, DTM20103, dated October 27, 1999; Dassault Aviation Temporary Change 4, FM900C, dated October 27, 1999; and Dassault Aviation Temporary Change 46, DTM561, dated October 27, 1999; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 3: The subject of this AD is addressed in French airworthiness directives 1999-464-029(B), dated November 17, 1999, as revised by Erratum, dated December 15, 1999; and 1999-467-026(B), dated November 17, 1999, as revised by Erratum, dated December 15, 1999.

(e) This amendment becomes effective on June 16, 2000.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on May 22, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

BOEING AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-06 BOEING: Amendment 39-11754. Docket 98-NM-316-AD.

Applicability: All Model 767 series airplanes, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent exposure of electrical conductor, which could permit arcing from the wire to the conduit and create a potential for a fuel tank fire or explosion, accomplish the following:

Inspections

(a) Perform a detailed visual inspection to detect discrepancies—including the presence of splices, cuts, splits, holes, worn areas, and lacing ties installed on the outside of the sleeves (except at the sleeve ends)—of the Teflon sleeves surrounding the wiring of the fuel tank boost pumps and override/jettison pumps, at the earlier of the times specified in paragraphs (a)(1) and (a)(2) of this AD, in accordance with Boeing Service Bulletin 767-28A0053, Revision 1, dated April 1, 1999. Repeat the inspection thereafter at intervals not to exceed 60,000 flight hours or 30,000 flight cycles, whichever occurs first.

(1) Prior to the accumulation of 50,000 total flight hours, or within 90 days after the effective date of this AD, whichever occurs later.

(2) Within 18 months after the effective date of this AD.

NOTE 2: For the purposes of this AD, a detailed visual inspection is defined as: “An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required.”

Corrective Actions

(b) If any discrepancy is detected during any inspection required by paragraph (a) of this AD: Prior to further flight, remove the Teflon sleeves and perform a detailed visual inspection to detect damage of the wiring, in accordance with paragraph D. of the Accomplishment Instructions of Boeing Service Bulletin 767-28A0053, Revision 1, dated April 1, 1999.

(1) If no damage to the wiring is detected, prior to further flight, install new Teflon sleeves in accordance with the service bulletin.

(2) If any damage to the wiring is detected, prior to further flight, accomplish the requirements of paragraph (c) of this AD.

(c) If any damage to the wiring is detected during any inspection required by paragraph (b) of this AD: Prior to further flight, perform a detailed visual inspection to determine if the wiring damage was caused by arcing, in accordance with paragraph D. of the Accomplishment Instructions of Boeing Service Bulletin 767-28A0053, Revision 1, dated April 1, 1999.

(1) If the wire damage was not caused by arcing: Prior to further flight, repair any damaged wires or replace the wires with new or serviceable wires, as applicable, and install new Teflon sleeves; in accordance with the service bulletin.

(2) If any damage caused by arcing is found: Prior to further flight, perform an inspection for signs of fuel inside the conduit or on the wires, in accordance with the service bulletin.

(i) If no sign of fuel is found, accomplish the actions specified by paragraphs (c)(2)(i)(A), (c)(2)(i)(B), (c)(2)(i)(C), and (c)(2)(i)(D) of this AD.

(A) Prior to further flight, repair the wires or replace the wires with new or serviceable wires, as applicable, in accordance with the service bulletin.

(B) Prior to further flight, install new Teflon sleeves, in accordance with the service bulletin.

(C) Repeat the inspection for signs of fuel inside the conduit thereafter at intervals not to exceed 500 flight hours, until the requirements of paragraph (c)(2)(i)(D) of this AD have been accomplished. If any fuel is found inside the conduit during any inspection required by this paragraph, prior to further flight, replace the conduit with a new or serviceable conduit in accordance with the service bulletin. Thereafter, repeat the inspection specified in paragraph (a) of this AD at intervals not to exceed 60,000 flight hours or 30,000 flight cycles, whichever occurs first.

(D) Within 6,000 flight hours or 18 months after the initial fuel inspection specified by paragraph (c)(2) of this AD, whichever occurs first, replace the conduit with a new or serviceable conduit, in accordance with the service bulletin. Such conduit replacement constitutes terminating action for the repetitive fuel inspections required by paragraph (c)(2)(i)(C) of this AD.

(ii) If any fuel is found in the conduit or on any wire: Prior to further flight, replace the conduit with a new or serviceable conduit, replace damaged wires with new or serviceable wires, and install new Teflon sleeves; in accordance with the service bulletin. Thereafter, repeat the inspection specified in paragraph (a) of this AD at intervals not to exceed 60,000 flight hours or 30,000 flight cycles, whichever occurs first.

Pump Retest

(d) For any wire bundle removed and reinstalled during any inspection required by this AD: Prior to further flight after such reinstallation, retest the fuel pump in accordance with paragraph G., H., I., or J., as applicable, of the Accomplishment Instructions, of Boeing Service Bulletin 767-28A0053, Revision 1, dated April 1, 1999.

Reporting Requirement

(e) Submit a report of positive inspection findings (findings of discrepancies only), along with any damaged wiring and sleeves, to the Seattle Manufacturing Inspection District Office (MIDO), 2500 East Valley Road, Suite C-2, Renton, Washington 98055-4056; fax (425) 227-1159; at the applicable time specified in paragraph (e)(1) or (e)(2) of this AD. The report must include the airplane serial number; the number of total flight hours and flight cycles on the airplane; the location of the electrical cable on the airplane; and a statement indicating, if known, whether any wire has ever been removed and inspected during maintenance, along with the date (if known) of any such inspection. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(1) For airplanes on which the initial inspection required by paragraph (a) of this AD is accomplished after the effective date of this AD: Submit the report within 10 days after performing the initial inspection.

(2) For airplanes on which the initial inspection required by paragraph (a) of this AD has been accomplished prior to the effective date of this AD: Submit the report for the initial inspection within 10 days after the effective date of this AD.

Alternative Methods of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(h) The actions shall be done in accordance with Boeing Service Bulletin 767-28A0053, Revision 1, dated April 1, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(i) This amendment becomes effective on July 6, 2000.

FOR FURTHER INFORMATION CONTACT:

Holly Thorson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1357; fax (425) 227-1181.

Issued in Renton, Washington, on May 23, 2000

Donald L. Riggins, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

BOEING AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-07 BOEING: Amendment 39-11755. Docket 99-NM-30-AD. Supersedes AD 97-05-01, Amendment 39-9945.

Applicability: Model 747-200, -300, and -400 series airplanes; up to and including line number 744; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the leakage of fuel into the forward cargo bay, as a result of fatigue cracking in the front spar web, which could result in a potential fire hazard, accomplish the following:

RESTATEMENT OF REQUIREMENT OF AD 97-05-01

Repetitive Inspections

(a) Perform a high frequency eddy current (HFEC) inspection to detect cracking of the front spar web of the center section of the wing, in accordance with Boeing Alert Service Bulletin 747-57A2298, Revision 1, dated September 12, 1996; Boeing Service Bulletin 747-57A2298, Revision 2, dated October 2, 1997; or Boeing Alert Service Bulletin 747-57A2298, Revision 3, dated January 7, 1999; at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable, until accomplishment of the requirements of paragraph (b) of this AD.

(1) For airplanes that have accumulated 12,000 to 17,999 total landings as of April 2, 1997 (the effective date of AD 97-05-01, amendment 39-9945): Perform the initial inspection within 12 months after April 2, 1997, unless previously accomplished within the last 12 months prior to April 2, 1997. Perform this inspection again prior to the accumulation of 18,000 total landings or within 1,400 landings, whichever occurs later; after accomplishing the initial inspection, and thereafter at intervals not to exceed 1,400 landings.

(2) For all other airplanes: Perform the initial inspection prior to the accumulation of 18,000 total landings or within 12 months after April 2, 1997, whichever occurs later. Repeat this inspection thereafter at intervals not to exceed 1,400 landings.

NEW REQUIREMENTS OF THIS AD

Repetitive Inspections

(b) Prior to accumulation of 12,000 total landings, or within 12 months after the effective date of this AD, whichever occurs later, perform an HFEC inspection to detect cracking of the front spar web of the center section of the wing, in accordance with Boeing Service Bulletin 747-57A2298, Revision 2, dated October 2, 1997; or Boeing Alert Service Bulletin 747-57A2298, Revision 3, dated January 7, 1999. Repeat the HFEC inspection thereafter at intervals not to exceed 1,400 landings. Accomplishment of the HFEC inspection constitutes terminating action for the repetitive inspection requirements of paragraph (a) of this AD.

Note 2: Inspections accomplished prior to the effective date of this AD in accordance with Boeing Alert Service Bulletin 747-57A2298, Revision 1, dated September 12, 1996, are acceptable for compliance with the initial inspection required by paragraph (b) of this AD, provided that the airplane does not have a repair installed in the inspection area.

Repair

(c) If any cracking is detected during any inspection required by paragraph (a) or (b) of this AD, prior to further flight, confirm the cracking with secondary procedures in accordance with Boeing Service Bulletin 747-57A2298, Revision 2, dated October 2, 1997, or Boeing Alert Service Bulletin 747-57A2298, Revision 3, dated January 7, 1999. Thereafter repeat the HFEC inspection required by paragraph (a) or (b) of this AD at intervals not to exceed 1,400 landings.

(1) If any vertical crack is found that is less than 10 inches in length and has not extended in a diagonal direction, prior to further flight, repair in accordance with the service bulletin.

(2) If any vertical crack is found that is 10 inches or greater in length; or if any crack is found that has extended in a diagonal direction (regardless of the length); or if any crack is found that would affect an existing repair, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Designated Engineering Representative who has been authorized by the FAA to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the approval letter must specifically reference this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) Except as provided by paragraph (c)(2) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747-57A2298, Revision 1, dated September 12, 1996; Boeing Service Bulletin 747-57A2298, Revision 2, dated October 2, 1997; or Boeing Alert Service Bulletin 747-57A2298, Revision 3, dated January 7, 1999; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(1) The incorporation by reference of Boeing Service Bulletin 747-57A2298, Revision 2, dated October 2, 1997; and Boeing Alert Service Bulletin 747-57A2298, Revision 3, dated January 7, 1999; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin 747-57A2298, Revision 1, dated September 12, 1996; was approved previously by the Director of the Federal Register as of April 2, 1997 (62 FR 8613, February 26, 1997).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(g) This amendment becomes effective on July 6, 2000.

FOR FURTHER INFORMATION CONTACT:

Tamara Anderson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227- 2771; fax (425) 227-1181.

Issued in Renton, Washington, on May 23, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

BOEING AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-08 BOEING: Amendment 39-11756. Docket 99-NM-228-AD. Supersedes AD 98-08-23, amendment 39-10472.

Applicability: Model 747 and 767 series airplanes, powered by General Electric Model CF6-80C2 series engines, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine flameouts due to the use of JP-4 or Jet B fuel on certain engines with dribble flow fuel nozzles (DFFN) installed, and consequent engine shutdown, accomplish the following:

RESTATEMENT OF REQUIREMENTS OF AD 98-08-23:

Airplane Flight Manual Revision

(a) If a DFFN having General Electric part number 9331M72P33, 9331M72P34, or 9331M72P41 is installed on any airplane in a specific operator's fleet, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD; in accordance with either Boeing Alert Service Bulletin 747-11A2052, dated September 11, 1997, or Revision 1, dated August 5, 1999 (for Model 747 series airplanes); or Boeing Alert Service Bulletin 767-11A0031, dated September 11, 1997, or Revision 1, dated August 12, 1999 (for Model 767 series airplanes); as applicable.

(1) Within 14 days after May 1, 1998 (the effective date of AD 98-08-23), all airplanes in a specific operator's fleet must revise Section 1 of the Limitations Section of the FAA-approved AFM to include the following procedures. This may be accomplished by inserting a copy of this AD into the AFM.

(i) Revise paragraph 1 of the Engine Fuel System section to read as follows: "The fuel designation is General Electric (GE) Specification D50TF2, as revised. Fuel conforming to commercial jet fuel specification ASTM-D-1655, Jet A, and Jet A-1 are authorized for unlimited use in this engine. Fuels conforming to MIL-T-5624 grade JP-5 and MIL-T-83113 grade JP-8 are acceptable alternatives. The engine will operate satisfactorily with any of the foregoing fuels or any mixture thereof." And,

(ii) Add the following sentence to paragraph 2 of the Engine Fuel System section: "The use of Jet B and JP-4 fuel is prohibited."

Modification

(2) Within 30 days after May 1, 1998, all airplanes in a specific operator's fleet must accomplish the requirements of paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable.

(i) Remove the existing placard on the door of the fueling control panel and replace it with a new placard that restricts the use of JP-4 and Jet B fuels (wide cut fuels), in accordance with the applicable alert service bulletin. Or

(ii) Remove the DFFN's, and replace them with standard fuel nozzles, in accordance with the applicable alert service bulletin. When an operator's entire fleet has had all DFFN's replaced with standard fuel nozzles, the AFM revision required by paragraphs (a)(1)(i) and (a)(1)(ii) of this AD may be removed from the AFM, and the placard required by paragraph (a)(2)(i) of this AD may be removed from each airplane.

Spares

(b) As of May 1, 1998, no person shall install any DFFN having General Electric part number 9331M72P33, 9331M72P34, or 9331M72P41 on any airplane unless the requirements specified by paragraphs (a)(1)(i), (a)(1)(ii), and (a)(2)(i) of this AD have been accomplished for the operator's entire fleet.

NEW REQUIREMENTS OF THIS AD:**Airplane Flight Manual Revision**

(c) If a fuel nozzle NOT having one of the General Electric part numbers listed in Table 1 of this AD is installed on any airplane in a specific operator's fleet: Within 14 days after the effective date of this AD, revise Section 1 of the Limitations Section of the FAA-approved AFM for each airplane in the operator's fleet to include the following procedures. This may be accomplished by inserting a copy of this AD into the AFM.

TABLE 1**General Electric Fuel Nozzles Acceptable for Installation****Part Number**

9331M72P14
 9331M72P20
 9331M72P21
 9331M72P22
 9331M72P23
 9331M72P24
 9331M72P27
 9331M72P28
 9331M72P39
 9331M72P40
 1968M49P03
 1968M49P04
 1968M49P05
 1968M49P06

(1) Revise paragraph 1 of the Engine Fuel System section to read as follows: "The fuel designation is General Electric (GE) Specification D50TF2, as revised. Fuel conforming to commercial jet fuel specification ASTM-D-1655, Jet A, and Jet A-1 are authorized for unlimited use in this engine. Fuels conforming to MIL-T-5624 grade JP-5 and MIL-T-83113 grade JP-8 are acceptable alternatives. The engine will operate satisfactorily with any of the foregoing fuels or any mixture thereof." And,

(2) Add the following sentence to paragraph 2 of the Engine Fuel System section: "The use of Jet B and JP-4 fuel is prohibited."

Modification

(d) If a fuel nozzle NOT having one of the General Electric part numbers listed in Table 1 of this AD is installed on any airplane in a specific operator's fleet: Within 30 days after the effective date of this AD, accomplish the requirements of paragraph (d)(1) or (d)(2) of this AD on each airplane in the operator's fleet, in accordance with either Boeing Alert Service Bulletin 747-11A2052, Revision 1, dated August 5, 1999 (for Model 747 series airplanes); or Boeing Alert Service Bulletin 767-11A0031, Revision 1, dated August 12, 1999 (for Model 767 series airplanes); as applicable.

(1) Remove the existing placard on the door of the fueling control panel and replace it with a new placard that restricts the use of JP-4 and Jet B fuels (wide cut fuels), in accordance with the applicable alert service bulletin. Or

(2) Remove any fuel nozzle having a part number NOT listed in Table 1 of this AD, and replace it with a fuel nozzle having a part number listed in Table 1 of this AD, in accordance with the applicable alert service bulletin. When an operator's entire fleet has only fuel nozzles having a part number listed in Table 1 of this AD installed, the AFM revision required by paragraph (c) of this AD may be removed from the AFM, and the placard required by paragraph (d)(1) of this AD may be removed from each airplane.

(e) Except as provided by paragraphs (b) and (f) of this AD, if all fuel nozzles installed on any airplane in a specific operator's fleet have one of the General Electric part numbers listed in Table 1 of this AD, no further action is required by this AD.

Spares

(f) As of the effective date of this AD, no person shall install any fuel nozzle NOT having one of the General Electric part numbers listed in Table 1 of this AD on any airplane unless the requirements specified by paragraphs (c)(1), (c)(2), and (d)(1) of this AD have been accomplished for the operator's entire fleet.

Alternative Methods of Compliance

(g) (1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 98-08-23, amendment 39-10472, are approved as alternative methods of compliance with this AD.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(i) Except as provided by paragraph (c) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747-11A2052, dated September 11, 1997, or Boeing Alert Service Bulletin 747-11A2052, Revision 1, dated August 5, 1999 (for Model 747 series airplanes); or Boeing Alert Service Bulletin 767-11A0031, dated September 11, 1997, or Boeing Alert Service Bulletin 767-11A0031, Revision 1, dated August 12, 1999 (for Model 767 series airplanes); as applicable.

(1) The incorporation by reference of Boeing Alert Service Bulletin 747-11A2052, Revision 1, dated August 5, 1999; and Boeing Alert Service Bulletin 767-11A0031, Revision 1, dated August 12, 1999; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin 747-11A2052, dated September 11, 1997; and Boeing Alert Service Bulletin 767-11A0031, dated September 11, 1997; was approved previously by the Director of the Federal Register as of May 1, 1998 (63 FR 18817, April 16, 1998).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(j) This amendment becomes effective on July 6, 2000.

FOR FURTHER INFORMATION CONTACT: Dionne M. Krebs, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2250; fax (425) 227-1181.

Issued in Renton, Washington, on May 23, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

AIRBUS AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-09 AIRBUS: Amendment 39-11757. Docket 99-NM-343-AD.

Applicability: Model A319, A320, and A321 series airplanes; manufacturer serial numbers through 0875 inclusive; certificated in any category; except those on which Airbus Service Bulletin A320-32-1189, dated December 23, 1998, has been accomplished; and except those on which it can be shown that one of the following conditions has been met (also see NOTE 1):

- (1) The main landing gear (MLG) sliding tubes have never been removed from the airplane;
- (2) A magnetic particle non-destructive test (NDT2) inspection has never been accomplished on any of the MLG sliding tubes installed on the airplane; or
- (3) If an NDT2 inspection has been accomplished on any of the MLG sliding tubes installed on the airplane, it was accomplished only after removal of the attaching hardware and bushings.

NOTE 1: Operators should note that complete maintenance records for the life of each MLG sliding tube are necessary in order to make a definitive determination of whether any condition specified in the Applicability of the AD has been met.

NOTE 2: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent cracking of the sliding tube subassembly of the main landing gear (MLG), which could result in collapse of the MLG, accomplish the following:

Inspections

(a) Within 500 flight hours after the effective date of this AD, perform a detailed visual inspection to detect cracking of the left-hand and right-hand MLG sliding tube subassemblies, in accordance with paragraph 2.B.(1) of the Accomplishment Instructions of Airbus Service Bulletin A320-32-1189, dated December 23, 1998.

(1) If no crack is found, repeat the inspection at intervals not to exceed 500 flight hours, until the requirements of paragraph (b) of this AD have been accomplished.

(2) If any crack is found, prior to further flight, replace the sliding tube subassembly with a new subassembly, in accordance with the service bulletin. Thereafter, repeat the inspection at intervals not to exceed 500 flight hours, until the requirements of paragraph (b) of this AD have been accomplished.

NOTE 3: For the purposes of this AD, a detailed visual inspection is defined as: "an intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(b) Within 15 months after the effective date of this AD: Remove the jacking dome, the stop washer, the jacking dome bushing, and the harness supports; and perform detailed visual inspections to detect discrepancies (including cracking of the left and right MLG sliding tube subassemblies, and overheat damage of the jacking dome bushing), in accordance with paragraph 2.B.(2) of the Accomplishment Instructions of Airbus Service Bulletin A320-32-1189, dated December 23, 1998. Accomplishment of the requirements of this paragraph constitutes terminating action for the requirements of paragraph (a) of this AD.

(1) If no discrepancy is found, prior to further flight, install a new stop washer and jacking dome bushing, in accordance with the service bulletin. No further action is required by this AD.

(2) If any discrepancy is found, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent). For a repair method to be approved by the Manager, International Branch, ANM-116, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) Except as required by paragraph (b)(2), the actions shall be done in accordance with Airbus Service Bulletin A320-32-1189, dated December 23, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 5: The subject of this AD is addressed in French airworthiness directive 1999-358-137(B) R1, dated October 20, 1999.

(f) This amendment becomes effective on July 6, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on May 23, 2000.

Donald L. Riffin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**ROLLS-ROYCE
AIRWORTHINESS DIRECTIVES
ENGINE
LARGE AIRCRAFT**

2000-11-10 Rolls-Royce plc: Amendment 39-11758. Docket No. 94-ANE-16. Supersedes AD 94-18-03, Amendment 39-9016.

Applicability

Rolls-Royce plc (R-R) Model RB211-22B and -524 series turbofan engines, not incorporating new intermediate pressure (IP) compressor stage 6-7 rotor shafts assemblies with redesigned stage 6 disks in accordance with R-R Service Bulletin (SB) No. RB.211-72-9993, dated August 26, 1994. These engines are installed on but not limited to Boeing 747 series and 767 series, and Lockheed L-1011 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Required as indicated, unless previously accomplished.

To prevent an uncontained engine failure due to rupture of an IP compressor stage 6-7 rotor shaft, accomplish the following:

Corrective Action

(a) For IP compressor stage 6-7 rotor shafts that have not been reworked in accordance with SB RB.211-72-9594, Revision 8, dated January 14, 1999, Revision 7, dated September 16, 1994, Revision 6, dated August 12, 1994, or Revision 5, dated February 12, 1993, remove the rotor shafts prior to exceeding the life limits established in Table 1 of this AD under sub-title "Pre SB72-9594" and replace with serviceable parts.

Table 1

Engine Mark and Mod Standard	Pre SB72-9594			Rework Bands			Post SB72-9594			Post SB72-9618		
	Life Limits through 12/31/00	Life Limits after 12/31/00	Life Limits after 12/31/01	Rework Bands through 12/31/00	Rework Bands after 12/31/00	Rework Bands after 12/31/01	Life Limits through 12/31/00	Life Limits after 12/31/00	Life Limits after 12/31/01	Life Limits through 12/31/00	Life Limits after 12/31/00	Life Limits after 12/31/01
RB.211-22B-02 Pre SB72-5787 and Pre SB72-8700	11000	10000	9000	8000-11000	7500-10000	7500-9000	18000	17600	16600	N/A	N/A	N/A
RB.211-22B-02 Pre SB72-5787 and Post SB72-8700	11000	10000	10000	8000-11000	7500-10000	7500-10000	17310	16960	15960	N/A	N/A	N/A
RB.211-22B-02 Post SB72-5787 and Pre SB72-8700	11000	11000	11000	8000-11000	8000-11000	8000-11000	18000	18000	18000	N/A	N/A	N/A
RB.211-22B-02 Post SB72-5787 and Post SB72-8700	11000	11000	11000	8000-11000	8000-11000	8000-11000	17310	17310	17310	N/A	N/A	N/A
RB.211-524B-02 RB.211-524B3-02 RB.211-524B4-02 Pre SB72-5787	7500	7250	6250	6000-7500	4750-7250	4750-6250	13500	13500	12750	17500	17500	17500
RB.211-524B-02 RB.211-524B3-02 RB.211-524B4-02 Post SB72-5787	8500	8200	7200	6500-8500	5700-8200	5700-7200	15000	14700	13700	19000	19000	18000
RB.211-524B-B-02 RB.211-524B4-D-02 Pre SB72-5787	7500	7500	7400	6000-7500	6000-7500	5500-7400	13500	13500	13500	17500	17500	17500
RB.211-524B-B-02, RB.211-524B4-D-02 Post SB72-5787	8500	8200	7200	6500-8500	5700-8200	5700-7200	15000	14700	13700	19000	19000	18000
RB211-524B2 RB211-524C2, RB211-524D4 RB211-524D4X Pre SB72-5787	7500	7500	7300	6000-7500	6000-7500	5800-7300	13500	13500	13500	17500	17500	17500
RB.211-524B2 RB.211-524C2 RB.211-524D4 RB.211-524D4X Post SB72-5787	8500	8250	7250	6500-8500	5800-8250	5800-7250	15000	14500	13500	19000	18750	17750
RB.211-524B2-B RB.211-524C2-B Pre SB72-5787	7500	7500	7300	6000-7500	6000-7500	5800-7300	13500	13500	13500	17500	17500	17500
RB.211-524B2-B RB.211-524C2-B Post SB72-5787	8500	8200	7250	6500-8500	5800-8200	5800-7250	15000	14500	13500	19000	18650	17650
RB.211-524D4-B RB.211-524D4X-B Post SB72-5787	8500	8500	7750	6500-8500	6500-8500	5750-7750	15000	15000	15000	19000	19000	19000
RB.211-524G RB.211-524G-T RB.211-524H RB.211-524H-T Post SB72-5787	8500	8150	7150	500-8500	5750-8150	5750-7150	13950	13950	13950	N/A	N/A	N/A

(b) Remove from service IP stage 6-7 rotor shafts that have been reworked in accordance with R-R SB RB.211-72-9594, Revision 8, dated January 14, 1999, Revision 7, dated September 16, 1994, Revision 6, dated August 12, 1994, or Revision 5, dated February 12, 1993, prior to exceeding the new, reduced cyclic life listed in Table 1 of this AD under the sub-title "Post SB72-9594" and replace with serviceable parts.

(c) Remove from service IP compressor stage 6-7 rotor shafts that have been reworked in accordance with R-R SB RB.211-72-9618, dated August 7, 1992, prior to exceeding the new, reduced cyclic life limits listed in Table 1 of this AD under the sub-title "Post SB72-9618" and replace with serviceable parts.

(d) IP compressor stage 6-7 rotor shaft rework in accordance with R-R SB RB.211-72-9594 can only be accomplished when the cyclic life of the part falls within the rework bands established in Table 1 of this AD. To accomplish rework of IP compressor stage 6-7 rotor shafts prior to reaching the lower limit of the rework bands specified in Table 1 of this AD, the part must be artificially aged to the cyclic life which defines the lower limit of the applicable rework bands in Table 1 of this AD.

Note 2: For example, if the lower limit of the rework band is 8,000 cycles, and the part is reworked at 7,000 cycles, the part must be artificially aged by adding 1,000 cycles to the cycles since new recorded on the part; i.e., on return to service the cycles since new on this part would be 8,000 cycles.

Alternative Method of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Ferry Flights

(f) Special flight permits may be issued in accordance with §§21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Incorporation By Reference

(g) The actions of this AD shall be done in accordance with the following R-R Service Bulletins:

Document Number	Pages	Revision	Date
RB.211-72-9993	1-6	Original	August 26, 1994
Supplement	1 of 1	Original	August 26, 1994
Modification Acceptance		Original	August 26, 1994
	Total pages: 8		
RB.211-72-9594	1-4	8	January 14, 1999
	4A	8	January 14, 1999
	5-6	8	January 14, 1999
	6A	2	May 8, 1992
	7	6	August 12, 1994
	8-8A	8	January 14, 1999
	9	2	May 8, 1992
	10-11	6	August 12, 1994
	12-12A	8	January 14, 1999
	13-15	7	September 16, 1994
	16-18	Original	February 5, 1992
	19-20	4	November 13, 1992
	21-26	6	August 12, 1994
	27	7	September 16, 1994
Appendix	1-4	5	February 12, 1993
	5	Original	February 5, 1992
Supplement	1-2	6	August 12, 1994
	Total pages: 38		

Document Number	Pages	Revision	Date
RB.211-72-9618	1-6	2	January 14, 1999
Total pages: 6			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, UK, telephone 011-44-1332-242424. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Effective Date

(h) This amendment becomes effective on August 7, 2000.

FOR FURTHER INFORMATION CONTACT: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7747, fax (781) 238-7199.

Issued in Burlington, Massachusetts, on May 23, 2000.

Thomas A. Boudreau, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service

BW 2000-12

BOEING AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-11 BOEING: Amendment 39-11759. Docket 99-NM-307-AD.

Applicability: Model 777-200 series airplanes having line numbers 1 through 144; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking of the aft wheel well bulkhead, which could result in rapid in-flight decompression of the airplane, accomplish the following:

General Visual Inspection

(a) For Group 1 airplanes, as identified in Boeing Service Bulletin 777-53A0015, Revision 1, dated March 2, 2000: Prior to the accumulation of 11,000 total flight cycles, or within 4,000 flight cycles after the effective date of this AD, whichever occurs later, perform a one-time general visual inspection to detect excess sealant covering the outer flange of the side fitting and lower chord and splice of the aft wheel well bulkhead, in accordance with Part I of the Accomplishment Instructions of the service bulletin.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level

of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

NOTE 3: Inspections and modifications accomplished prior to the effective date of this AD in accordance with Boeing Alert Service Bulletin 777-53A0015, dated June 17, 1999, are considered acceptable for compliance with paragraphs (a), (b), and (d) of this AD.

(1) If no excess sealant is detected, no further action is required by this paragraph.

(2) If any excess sealant is detected, prior to further flight, remove the excess sealant from the aft wheel well bulkhead area in accordance with the service bulletin.

Inspections/Modification

(b) For Groups 1 and 2 airplanes, as identified in Boeing Service Bulletin 777-53A0015, Revision 1, dated March 2, 2000: Prior to the accumulation of 11,000 total flight cycles, or within 4,000 flight cycles after the effective date of this AD, whichever occurs later, perform a one-time general visual inspection to detect cracking of the adjacent structure of the aft wheel well bulkhead and perform a one-time high frequency eddy current (HFEC) inspection to detect cracking of the fastener holes in the web, side fitting, and outer chord of the aft wheel well bulkhead, in accordance with Part II of the Accomplishment Instructions of the service bulletin.

(1) If no cracking is detected during the general visual and HFEC inspections, prior to further flight, modify the aft wheel well bulkhead (including cold working; replacing the fairing support bracket and splice plates with revised fairing support brackets and splice plates; and installing new web doublers and, if necessary, shims), in accordance with Part II of the Accomplishment Instructions of the service bulletin.

(2) If any cracking is detected during the general visual inspection, prior to further flight, accomplish the requirements of paragraph (c) of this AD.

(3) If any cracking is detected during the one-time HFEC inspection, prior to further flight, remove additional fasteners, and perform a second HFEC inspection to detect cracking of the fastener holes, in accordance with Part II of the Accomplishment Instructions of the service bulletin.

(i) If no cracking is detected during the second HFEC inspection, prior to further flight, oversize all the holes to the diameter specified in the service bulletin, and perform a third HFEC inspection to detect cracking of the fastener holes, in accordance with Part II of the Accomplishment Instructions of the service bulletin.

(A) If no cracking is detected during the third HFEC inspection, prior to further flight, replace the fasteners with new fasteners and modify the aft wheel well bulkhead (including cold working; replacing the fairing support bracket and splice plates with revised fairing support brackets and splice plates; and installing new web doublers and, if necessary, shims), in accordance with Part II of the Accomplishment Instructions of the service bulletin.

(B) If any cracking is detected during the third HFEC inspection, prior to further flight, accomplish the requirements of paragraph (c) of this AD.

(ii) If any cracking is detected during the second HFEC inspection, prior to further flight, accomplish the requirements of paragraph (c) of this AD.

Repair

(c) For airplanes on which cracking has been detected during any inspection required by paragraph (b)(2), (b)(3)(i)(B), or (b)(3)(ii) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Airplane Certification Office (ACO), FAA, Transport Airplane Directorate; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Removal of Excess Sealant

(d) For Group 1 airplanes, as identified in Boeing Service Bulletin 777-53A0015, Revision 1, dated March 2, 2000, on which excess sealant was detected and removed in accordance with paragraph (a) of this AD: Prior to further flight following the accomplishment of the modification required by paragraph (b) of this AD, remove any excess sealant in the remaining area of the lower lobe of the aft wheel well bulkhead between stringers S-27L and S-27R, in accordance with the service bulletin.

Alternative Methods of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(g) Except as provided by paragraph (c) of this AD, the actions shall be done in accordance with Boeing Service Bulletin 777-53A0015, Revision 1, dated March 2, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on July 10, 2000.

FOR FURTHER INFORMATION CONTACT: Stan Wood, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2772; fax (425) 227-1181.

Issued in Renton, Washington, on May 24, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**GENERAL ELECTRIC COMPANY
AIRWORTHINESS DIRECTIVES
ENGINE
LARGE AIRCRAFT**

2000-11-12 General Electric Company: Amendment 39-11760. Docket 98-ANE-32-AD.

Applicability: General Electric Company (GE) Model CF6-45/50 series turbofan engines, installed on but not limited to Airbus Industrie A300 series, Boeing Company 747 series, and McDonnell Douglas Corporation DC-10 series airplanes

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (j) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent a stage 14 high pressure compressor (HPC) disk failure, which could result in uncontained engine failure and damage to the aircraft, accomplish the following:

Inspections

(a) Perform initial inspections of HPC stage 14 disks, part numbers (P/N's) 9080M34P03, 9080M34P04, 9080M34P05 and 9349M91P04, with serial number (SN) prefixes GWN, MPO, RRY, and SNL, and disk SN's SNE00001 through SNE00017, and disk SN's SNE01101 through SNE01110, in accordance with paragraphs 2.A. through 2.B. of GE CF6-50 ASB No. 72-A1144, dated March 19, 1998, or ASB No. 72-A1144, Revision 1, dated May 13, 1999, and the following schedule:

(1) Inspect disks with 6,500 cycles since new (CSN) or less on the effective date of this AD before accumulating 9,800 CSN.

(2) Inspect disks with more than 6,500 CSN on the effective date of this AD no later than the next engine shop visit (ESV) after the effective date of this AD or before accumulating an additional 3,300 cycles-in-service (CIS) after the effective date of this AD, whichever occurs first.

(b) Perform repetitive inspections of HPC stage 14 disks, P/N's 9080M34P03, 9080M34P04, 9080M34P05 and 9349M91P04, with SN prefixes GWN, MPO, RRY, and SNL, and disk SN's SNE00001 through SNE00017, and disk SN's SNE01101 through SNE01110, in accordance with paragraphs 2.A. through 2.B. of GE CF6-50 ASB No. 72-A1144, dated March 19, 1998, or ASB No. 72-A1144, Revision 1, dated May 13, 1999, and the following schedule:

(1) For disks with less than 9,800 CSN at the time of the last inspection, perform repetitive inspections no later than 9,800 CSN or before accumulating 3,300 cycles since last inspection (CSLI), whichever occurs later.

(2) For disks with 9,800 CSN or greater at the time of the last inspection, perform repetitive inspections no later than 3,300 CSLI.

(c) Perform initial inspections of HPC stage 14 disks, P/N's 9080M34P03, 9080M34P04, 9080M34P05 and 9349M91P04 with SN prefixes SNG and SNE, except disk SN's SNE00001 through SNE00017 and SNE01101 through SNE01110, in accordance with paragraphs 2.A. through 2.B. of GE CF6-50 ASB No. 72-A1144, dated March 19, 1998, or ASB No. 72-A1144, Revision 1, dated May 13, 1999, and the following schedule:

(1) Inspect disks with 4,200 CSN or less on the effective date of this AD before accumulating 7,500 CSN.

(2) Inspect disks with more than 4,200 CSN but less than 9,000 CSN on the effective date of this AD at the next ESV after the effective date of this AD, before accumulating an additional 3,300 CIS after the effective date of this AD, or before accumulating 11,000 CSN, whichever occurs first.

(3) Inspect disks with 9,000 CSN or greater on the effective date of this AD, at the next ESV after the effective date of this AD, or before accumulating an additional 2,000 CIS after the effective date of this AD, whichever occurs first.

(d) Perform repetitive inspections of HPC stage 14 disks, P/N's 9080M34P03, 9080M34P04, 9080M34P05 and 9349M91P04 with SN prefixes SNG and SNE, except disk SN's SNE00001 through SNE00017 and SNE01101 through SNE01110, in accordance with paragraphs 2.A. through 2.B. of GE CF6-50 ASB No. 72-A1144, dated March 19, 1998, or ASB No. 72-A1144, Revision 1, dated May 13, 1999, and the following schedule:

(1) For disks with less than 7,500 CSN at the time of the last inspection, perform repetitive inspections no later than 7,500 CSN or before accumulating 3,300 CSLI, whichever occurs later.

(2) For disks with 7,500 CSN or greater at the time of the last inspection, perform repetitive inspections no later than 3300 CSLI.

Removal from Service

(e) Remove from service prior to further flight stage 14 HPC disks that equal or exceed the reject criteria established by GE CF6-50 ASB 72-A1144, dated March 19, 1998, or ASB No. 72-A1144, Revision 1, dated May 13, 1999.

(f) Remove from service, HPC stage 14 disks, P/N's 9080M34P03, 9080M34P04, 9080M34P05 and 9349M91P04 with SN prefixes SNG and SNE, except disk SN's SNE00001 through SNE00017 and SNE01101 through SNE01110, with greater than 6,000 CSN after the effective date of this AD, at the next piece-part level exposure or at the next HPC rotor disassembly level exposure after the effective date of this AD.

Terminating Action

(g) Replacement of the stage 14 HPC disk, P/N's 9080M34P03, 9080M34P04, 9080M34P05, 9349M91P04, with a stage 11 – 14 spool shaft is terminating action for the inspection requirements of this AD.

Reporting Requirements

(h) Report the results of inspections that equal or exceed the reject criteria within five days of the inspection to: Manager, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299, telephone, (781) 238-7141, fax, (781) 238-7199. The following information must be included in the report:

- (1) HPC Stage 14 rotor disk P/N,
- (2) HPC Stage 14 rotor disk SN,
- (3) HPC Stage 14 rotor disk CSN,
- (4) HPC Stage 14 rotor disk CSLI, and
- (5) Date and location of inspection.

Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

Definitions

(i) For the purpose of this AD, the following definitions apply:

(1) HPC Rotor disassembly occurs if any of the HPC Rotor bolted flange joints are separated, such as the Stage 2 joint to accomplish the Stage 3-9 Spool inspection.

(2) Piece-part exposure is defined as disassembly and removal of the stage 14 disk from the HPC rotor structure, regardless of any blades, locking lugs, bolts or balance weights assembled to the disk.

(3) An engine shop visit is defined as the introduction of an engine into a shop when a major engine flange is separated. The following maintenance actions are not considered engine shop visits for the purpose of this AD:

(i) Introduction of an engine into a shop solely for removal or replacement of the Stage 1 Fan Disk;

(ii) Introduction of an engine into a shop solely for replacement of the Turbine Rear Frame;

(iii) Introduction of an engine into a shop solely for replacement of the Accessory Gearbox or Transfer Gearboxes;

(iv) Introduction of an engine into a shop solely for replacement of the Fan Forward Case.

(v) Introduction of an engine into a shop for any combination of exceptions specified in paragraphs (i)(3)(i) through (i)(3)(iv);

Alternative Methods of Compliance

(j) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Incorporation by Reference

(k) The inspections shall be done in accordance with paragraphs 2.A. through 2.B. of GE CF6-50 ASB No. 72-A1144, dated March 19, 1998, or ASB No. 72-A1144, Revision 1, dated May 13, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Special Flight Permit

(l) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Effective Date of This AD

(m) This amendment becomes effective on August 14, 2000.

FOR FURTHER INFORMATION CONTACT: William S. Ricci, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7742, fax (781) 238-7199.

Issued in Burlington, Massachusetts, on May 25, 2000.

Thomas A. Boudreau, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service

BW 2000-12

**FOKKER SERVICES
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-11-13 FOKKER SERVICES B.V.: Amendment 39-11761. Docket 99-NM-358-AD.

Applicability: Model F.28 Mark 1000, 2000, 3000, and 4000 series airplanes having serial numbers 11003 through 11241 inclusive and 11991 through 11994 inclusive, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the fuel boost pump wiring from chafing, which could result in electrical arcing and a possible fuel tank ignition source, accomplish the following:

Inspections and Corrective Actions

(a) Within 30 days after the effective date of this AD, perform a one-time inspection of the maintenance records of the airplane to determine if tripping of the fuel boost pump circuit breakers has been reported within the last 30 days, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF28/28-046, dated September 1, 1999.

(b) If resettable or unresettable tripping of the circuit breaker of the fuel boost pump is reported during the inspection required by paragraph (a) of this AD, or if such tripping is reported at any time subsequent to that inspection: Within 10 days after the date of the inspection or any occurrence, accomplish the applicable repair (including a resistance check and inspections of the wire and conduit for discrepancies), in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF28/28-046, dated September 1, 1999. If any discrepancy is detected during any inspection performed during the repair, prior to further flight, repair in accordance with the service bulletin.

(c) In the event of any resettable or unresettable tripping of the circuit breakers of the fuel boost pump as indicated in paragraph (b) of this AD, the airplane may be operated for a period not to exceed 10 days after the occurrence, provided the circuit breaker of the fuel boost pump and fuel boost pump switch have been properly deactivated and placarded for flightcrew awareness, in accordance with the FAA-approved Master Minimum Equipment List (MMEL).

(d) Within 30 days after the effective date of this AD, perform a general visual inspection to detect signs of fuel leakage from the wiring conduits of the fuel boost pumps, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F28/28-046, dated September 1, 1999. If any fuel leakage is detected during the inspection, prior to further flight, isolate the fuel leak, and repair in accordance with Part 2 of the Accomplishment Instructions of the service bulletin. Thereafter, repeat the inspection at intervals not to exceed 90 days.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Replacement of Wires

(e) Replace the existing three single wires (including inspections) inside the metal conduits of the fuel boost pumps with three twisted wires protected by a polyamide braided wire sleeve, in accordance with Part 3 of the Accomplishment Instructions of Fokker Service Bulletin F28/28-046, dated September 1, 1999, at the time specified in paragraph (e)(1) or (e)(2) of this AD, as applicable. If any discrepancy is detected during any inspection required by this paragraph, prior to further flight, repair in accordance with the service bulletin. Accomplishment of the actions required by this paragraph constitutes terminating action for the actions required by this AD.

(1) For airplanes that have accumulated less than 40,000 total flight hours as of the effective date of this AD: Within 2 years after the effective date of this AD.

(2) For airplanes that have accumulated 40,000 or more total flight hours as of the effective date of this AD: Within 1 year after the effective date of this AD.

Alternative Methods of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(h) The actions shall be done in accordance with Fokker Service Bulletin SBF28/28-046, dated September 1, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4: The subject of this AD is addressed in Dutch airworthiness directive BLA 1999-114, dated September 13, 1999.

(i) This amendment becomes effective on July 11, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on May 25, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**ALLIEDSIGNAL
AIRWORTHINESS DIRECTIVES
ENGINE
LARGE AIRCRAFT**

2000-11-15 Honeywell International Inc.: Amendment 39-11763. Docket 99-NE-36-AD.

Applicability: Honeywell International Inc. (formerly AlliedSignal, Textron Lycoming and Avco Lycoming) ALF502R and LF507 series turbofan engines, installed on but not limited to British Aerospace BAe 146-100A, BAe 146-200A, BAe 146-300A, AVRO 146-RJ70A, AVRO 146-RJ85A, and AVRO 146-100A series airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

(a) Within 60 days after the effective date of this AD, revise Chapter 5, Airworthiness Limitations section, of the Honeywell International Inc. ALF502R and LF507 Engine Manuals, and the appropriate manuals of former type certificate holders of the engine design including: AlliedSignal Inc.; Textron Lycoming, Stratford Division; Avco Lycoming, Stratford Division and Avco Lycoming Engine Group, Stratford Division, Connecticut, and for air carrier operations revise the approved continuous airworthiness maintenance program, by adding the following:

“Chapter 5, Airworthiness Limitations Section, Mandatory Inspections:

(1) Perform inspections of the following parts at each piece-part opportunity in accordance with the instructions provided in the applicable manual provisions:

Part Nomenclature	Part number (P/N)	Inspect per engine manual chapter
<u>For ALF502R series turbofan engines</u>		
Fan Disc	All	72-31-07 Inspection/Check
First Turbine Disc	All	72-51-12 Inspection/Check
Second Turbine Disc	All	72-51-21 Inspection/Check
Impeller	All	72-34-38 Inspection/Check
LPT Shaft/3rd Turbine	All	72-52-03 Inspection/Check
Fourth Turbine Disc	All	72-52-06 Inspection/Check
<u>For LF507 series turbofan engines:</u>		
Fan Disc	All	72-31-08 Inspection/Check
First Turbine Disc	All	72-51-11 Inspection/Check
Second Turbine Disc	All	72-51-20 Inspection/Check
Impeller	All	72-34-20 Inspection/Check
LPT Shaft/3rd Turbine	All	72-52-24 Inspection/Check
Fourth Turbine Disc	All	72-52-03 Inspection/Check

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is completely disassembled when done in accordance with the disassembly instructions in the engine manufacturer's Engine Manual; and

(ii) The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine."

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in section 43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with Chapter 5, Airworthiness Limitations section, of the Honeywell International Inc. ALF502R and LF507 Engine Manuals.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector (PMI), who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)] must maintain records of the mandatory inspections that result from revising the Engine Manual's Chapter 5, Airworthiness Limitations section, and the air carrier's continuous airworthiness program. Alternately, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)]; however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under § 121.380 (a) (2) (vi) of the Federal Aviation Regulations [14 CFR 121.380 (a) (2) (vi)]. All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the engine manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the Engine Manuals.

(f) This amendment becomes effective on July 10, 2000.

FOR FURTHER INFORMATION CONTACT: Robert Baitoo, Aerospace Engineer Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (562) 627-5245, fax (562) 627-5210.

Issued in Burlington, Massachusetts, on May 26, 2000.

Jay J. Pardee, Manager, Engine and Propeller Directorate, Aircraft Certification Service.

BW 2000-12

BOEING AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-19 BOEING: Amendment 39-11767. Docket 98-NM-313-AD.

Applicability: Model 767-200 and -300 series airplanes, as listed in Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998; certificated in any category; except Model 767 series airplanes that have undergone conversion to freighter configurations, and on which the off-wing escape system has been removed or deactivated.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent non-deployment of an escape slide during an emergency evacuation, which could slow down the evacuation of the airplane and result in injury to passengers or flightcrew; and to detect damaged disconnect housings in the off-wing escape slide compartments, which could result in unexpected deployment of an escape slide during maintenance, and consequent injury to maintenance personnel; accomplish the following:

Inspections

(a) Prior to the accumulation of 6,000 total flight hours, or within 18 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect wear or damage of the door latches and disconnect housings in the off-wing escape slide compartments, in accordance with Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998. Repeat the inspection thereafter at intervals not to exceed 6,000 flight hours or 18 months, whichever occurs later.

NOTE 2: Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998, allows repetitive inspections of a door latch having part number H2052-11 or H2052-115, provided that the latch is not worn or damaged. However, replacement of any latch having part number H2052-11 or H2052-115 with a new latch having part number H2052-13 is described as part of a modification of the escape slide compartment door latching mechanism that is specified in Boeing Alert Service Bulletin 767-25A0174, dated August 15, 1991. Accomplishment of that modification is required by AD 92-16-17, amendment 39-8327, and AD 95-08-11, amendment 39-9200. Therefore, operators should note that any latch having part number H2052-11 or H2052-115 found during an inspection required by paragraph (a) of this AD is already required to be replaced in accordance with AD 92-16-17 or AD 95-08-11, as applicable.

NOTE 3: Inspections and corrective actions accomplished prior to the effective date of this AD in accordance with the Validation Copy of Boeing Alert Service Bulletin 767-25A0260, dated April 28, 1998, are considered acceptable for compliance with the applicable action specified in this AD.

Replacement

(b) If any part is found to be worn or damaged during the inspections performed in accordance with paragraph (a) of this AD, prior to further flight, replace the worn or damaged part with a new part, and perform an adjustment of the off-wing escape slide system, in accordance with Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Boeing Alert Service Bulletin 767-25A0260, dated July 9, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT:

Jim Cashdollar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2785; fax (425) 227-1181.

Issued in Renton, Washington, on June 1, 2000.

Donald L. Riffin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

BOMBARDIER INC. AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-20 BOMBARDIER INC. (Formerly de Havilland, Inc.): Amendment 39-11768. Docket 98-NM-380-AD.

Applicability: Model DHC-8-100 and -300 series airplanes, serial numbers 215 through 341 inclusive; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent damage to bonded skin panels to go undetected, which could result in failure of the bonded skin panels, and consequent loss of controllability of the airplane, accomplish the following:

Revision to Aircraft Log Book and Airworthiness Limitations List

(a) Within 30 days after the effective date of this AD, perform the actions required by paragraphs (a)(1), (a)(2), and (a)(3) of this AD.

(1) Revise the Aircraft Log Book to correct the airplane Production Modification List in accordance with the Accomplishment Instructions in Part A of Section III of Bombardier Service Bulletin S.B. 8-51-2, Revision 'A,' dated September 19, 1998.

(2) Perform an inspection to determine which bonded skin panels on the airplane require bonding integrity inspections (BII) in accordance with the Accomplishment Instructions in Part B of Section III of Bombardier Service Bulletin S.B. 8-51-2, Revision 'A,' dated September 19, 1998.

(3) Revise the Airworthiness Limitations List of the Approved Maintenance Plan by inserting the bonding integrity inspections identified as de Havilland Maintenance Task 5500/01 and de Havilland Maintenance Task 5700/01 into the Airworthiness Limitations List. Except as provided by paragraph (e) of this AD: After the actions specified in paragraph (a)(3) of this AD have been accomplished, no alternative replacement times or structural inspection intervals may be approved for the bonded panels of the empennage and wings specified in de Havilland Maintenance Task 5500/01 and de Havilland Maintenance Task 5700/01.

On-Condition Repetitive Inspections

(b) For airplanes on which the bonded skin panels require BII's, as determined in paragraph (a)(2) of this AD: At the next required maintenance visit, but no later than 12 months after the effective date of this AD, perform an initial ultrasonic bond inspection to detect disbonding of the skin panels, in accordance with Part 5, sections 55-00-01 and/or 57-30-01, of Bombardier Production Support Manual (PSM) 1-8-7A, dated December 15, 1998 (for Model DHC-8-100 series airplanes); or Part 5, sections 55-00-01 and 57-30-01 of Bombardier PSM 1-83-7A, dated April 30, 1999 (for Model DHC-8-300 series airplanes); as applicable. Thereafter, repeat the ultrasonic inspection at the interval specified in the applicable PSM.

On-Condition Repair

(c) Except as provided by paragraph (d) of this AD, if any disbonding is detected during any inspection required by paragraph (b) of this AD, prior to further flight, repair in accordance with Part 5, sections 55-00-01 and 57-30-01 of Bombardier PSM 1-8-7A, dated December 15, 1998 (for Model DHC-8-100 series airplanes); or Part 5, sections 55-00-01 and 57-30-01 of Bombardier PSM 1-83-7A, dated April 30, 1999 (for Model DHC-8-300 series airplanes); as applicable.

(d) If any disbonding is detected during any inspection required by paragraph (b) of this AD; and the applicable service information specifies to contact Bombardier for appropriate action: Prior to further flight, repair in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. For a repair method to be approved by the Manager, New York ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Alternative Methods of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(g) The Aircraft Log Book revision required by paragraph (a)(1) and the inspection required by paragraph (a)(2) of this AD shall be done in accordance with Bombardier Service Bulletin S.B. 8-51-2, Revision 'A,' dated September 19, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 3: The subject of this AD is addressed in Canadian airworthiness directive CF-98-31, dated September 1, 1998.

(h) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT: Franco Pieri, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7526; fax (516) 568-2716.

Issued in Renton, Washington, on June 1, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

AIRBUS INDUSTRIE AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-21 AIRBUS INDUSTRIE: Amendment 39-11769. Docket 99-NM-331-AD.

Applicability: The following models, certificated in any category, excluding those on which Airbus Service Bulletin A320-27-1126, dated April 26, 1999 (for Model A319 and 321 series airplanes); or A320-27-1127, dated April 26, 1999, or Revision 01, dated October 6, 1999 (for Model A320 series airplanes); has been accomplished:

- Model A319 series airplanes, serial numbers (S/N) 0546 through 0972 inclusive;
- Model A320 series airplanes, S/N 0002 through 0842 inclusive, 0846 through 0859 inclusive, 0865, 0866, and 0872 through 0960 inclusive; and
- Model A321 series airplanes, S/N 0364 through 0974 inclusive.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the servocontrol piston rod, which could result in reduced controllability of the airplane, accomplish the following:

Inspection

(a) At the applicable time specified by paragraph (a)(1) or (a)(2) of this AD: Perform a general visual inspection to determine the part number and serial number for the spoiler servocontrols, in accordance with Airbus Service Bulletin A320-27-1126, April 26, 1999, or Revision 01, dated October 6, 1999 (for Model A319 and A321 series airplanes); or Airbus Service Bulletin A320-27-1127, dated April 26, 1999, or Revision 01, dated October 6, 1999 (for Model A320 series airplanes); as applicable. If the part number and serial number are identified in paragraph 2.B.(1)(b) of the Accomplishment Instructions of the applicable service bulletin, prior to further flight, perform applicable corrective actions (including removal, reidentification of the servocontrol, and replacement of the servocontrol with a modified part) as specified in the applicable service bulletin.

(1) For Model A319 and A321 series airplanes: Inspect within 2 months after the effective date of this AD.

(2) For Model A320 series airplanes: Inspect within 28 months after the effective date of this AD.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Spares

(b) As of the effective date of this AD, no person shall install on any airplane a spoiler servocontrol having part number 31077-050, 31077-060, or 31077-110; and S/N 0001 to 3499, except those serial numbers excluded in paragraph 2.B.(1)(b)1 of the Accomplishment Instructions in Airbus Service Bulletin A320-27-1126, dated April 26, 1999, or Revision 01, dated October 6, 1999; unless that servocontrol has been inspected, and corrective actions have been performed, in accordance with the requirements of this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Airbus Service Bulletin A320-27-1126, including Appendices 01 and 02, dated April 26, 1999; Airbus Service Bulletin A320-27-1126, Revision 01 including Appendices 01 and 02, dated October 6, 1999; Airbus Service Bulletin A320-27-1127, including Appendices 01 and 02, dated April 26, 1999; or Airbus Service Bulletin A320-27-1127, Revision 01 including Appendices 01 and 02, dated October 6, 1999; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4: The subject of this AD is addressed in French airworthiness directive 1999-362-139(B), dated September 8, 1999.

(f) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 1, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**ALLISON ENGINE COMPANY
AIRWORTHINESS DIRECTIVES
ENGINE
LARGE AIRCRAFT**

2000-11-22 Allison Engine Company: Amendment 39-11771. Docket 99-NE-07-AD.

Applicability

Allison Engine Company AE 3007A, AE 3007A1/1, AE 3007A1/2, AE 3007A1/3, AE 3007A1, AE 3007A3, AE 3007A1P and AE 3007C series turbofan engines, installed on but not limited to EMBRAER EMB-135 and EMB-145 series and Cessna 750 series airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Required as indicated, unless previously accomplished.

To prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Inspections

(a) Within the next 30 days after the effective date of this AD, revise the Airworthiness Limitations Section of the Allison Engine Company AE 3007A and AE 3007C Engine Manuals, and for air carrier operations revise the approved continuous airworthiness maintenance program, by adding the following:

“MANDATORY INSPECTIONS

(1) Perform inspections of the following parts at each piece-part opportunity in accordance with the instructions provided in the applicable manual provisions:

Part Nomenclature	Part number (P/N)	Inspect per engine manual chapter
Wheel, Fan	All	72-21-21 (Task 72-21-21-200-801)

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is completely disassembled when done in accordance with the disassembly instructions in the engine manufacturer's Heavy Maintenance Manual; and

(ii) The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine.”

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in §43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the Airworthiness Limitations Section of the Allison Engine Company AE 3007A and AE 3007C Engine Manuals.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector (PMI), who may add comments and then send it to the ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(d) Special flight permits may be issued in accordance with §§21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Continuous Airworthiness Maintenance Program

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of §121.369 (c) of the Federal Aviation Regulations (14 CFR 121.369 (c)) must maintain records of the mandatory inspections that result from revising the Airworthiness Limitations Section and the air carrier's continuous airworthiness program. Alternately, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by §121.369 (c) of the Federal Aviation Regulations (14 CFR 121.369 (c)). However, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under §121.380 (a) (2) (vi) of the Federal Aviation Regulations (14 CFR 121.380 (a) (2) (vi)). All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the engine manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the engine manuals.

Effective Date

(f) This amendment becomes effective on August 7, 2000.

FOR FURTHER INFORMATION CONTACT: Chung-Der Young, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-7309, fax (847) 294-7834.

Issued in Burlington, Massachusetts, on June 2, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service

BW 2000-12

**AIRBUS INDUSTRIE
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-11-23 AIRBUS INDUSTRIE: Amendment 39-11772. Docket 99-NM-128-AD.

Applicability: All Model A300, A310, and A300-600 series airplanes, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent electrical arcing/discharge in the fuel tank due to damaged electrical bonding leads or inadequate electrical bonding of the fuel pipe couplings, which could result in fuel ignition and consequent uncontained rupture of the fuel tank, accomplish the following:

Inspection

(a) Within 36 months after the effective date of this AD, perform a one-time inspection to detect damage (i.e., breakage, fraying, abrasion damage, looseness of the outer metal braid protection in the end crimp, looseness of the outer metal braid protection on the bonding lead inner core, corrosion, or missing leads) of the electrical bonding leads in specified locations of the fuel tanks, in accordance with the Accomplishment Instructions of Airbus Service Bulletins A300-28-0072, Revision 01, dated October 01, 1998, including Appendix 1, dated October 01, 1998, and Appendix 2, dated February 20, 1998 (for Model A300 series airplanes); A310-28-2128, Revision 01, dated October 01, 1998, including Appendix 1, dated October 01, 1998, and Appendix 2, dated February 20, 1998 (for Model A310 series airplanes); or A300-28-6057, Revision 01, dated October 01, 1998, including Appendix 1, dated October 01, 1998, and Appendix 2, dated February 20, 1998 (for Model A300-600 series airplanes); as applicable.

NOTE 2: Inspection of the area specified in paragraph (a) of this AD accomplished prior the effective date of this AD in accordance with Airbus Service Bulletins A300-28-0072, A310-28-2128, or A300-28-6057; all dated February 20, 1998; as applicable; is considered acceptable for compliance with the requirements of paragraph (a) of this AD.

Replacement

(b) If any electrical bonding lead is damaged, prior to further flight, replace the bonding lead with a serviceable bonding lead in accordance with the applicable service bulletin specified in paragraph (a) of this AD.

Modification

(c) For airplanes on which Airbus Industrie Modification 11847 (for Model A310 series airplanes) or 11848 (for Model A300/A300-600 series airplanes) has not been accomplished, within 36 months after the effective date of this AD, modify the fuel pipe couplings in the specified locations of the fuel tank in accordance with the Accomplishment Instructions of Airbus Service Bulletins A300-28-0073, Revision 01, dated October 01, 1998 (for Model A300 series airplanes); A310-28-2130, Revision 01, dated October 01, 1998 (for Model A310 series airplanes); or A300-28-6058, Revision 01, dated October 01, 1998 (for Model A300-600 series airplanes); as applicable.

NOTE 3: Modification of the fuel pipe couplings accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletins A300-28-0073, A310-28-2130, or A300-28-6058; all dated February 20, 1998; as applicable; is considered acceptable for compliance with the requirements of paragraph (c) of this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions shall be done in accordance with the following Airbus service bulletins, as applicable:

Service Bulletin Number	Page Number	Revision Level Shown on Page	Date Shown on Page
A300-28-0072, Revision 01, October 01, 1998	1-14	01	October 01, 1998
APPENDIX 1			
	1-21, 23-25, 27, 29-36, 38-84, 88-95, 97-166	Original	February 20, 1998
	22, 26, 28, 37, 85-87, 96	01	October 01, 1998
APPENDIX 2			
	1-54	Original	February 20, 1998
A310-28-2128, Revision 01, October 01, 1998	1-14	01	October 01, 1998
APPENDIX 1			
	1-30, 32-83, 85-87, 89-95, 97-221, 223-226	Original	February 20, 1998
	31, 84, 88, 96, 222	01	October 01, 1998
APPENDIX 2			
	1-56	Original	February 20, 1998
A300-28-6057, Revision 01, October 01, 1998	1-14	01	October 01, 1998
APPENDIX 1			
	1-18, 21-25, 27-29, 31, 33, 34, 36, 38, 40, 42, 44-78, 81-85, 87-89, 91, 93, 94, 96, 98-100, 102, 104-229, 231-234	Original	February 20, 1998

Service Bulletin Number	Page Number	Revision Level Shown on Page	Date Shown on Page
	19, 20, 26, 30, 32, 35, 37, 39, 41, 43, 79, 80, 86, 90, 92, 95, 97, 101, 103, 230	01	October 01, 1998

APPENDIX 2

	1-54	Original	February 20, 1998
A300-28-0073, Revision 01, October 01, 1998	1-67	01	October 01, 1998
A310-28-2130, Revision 01, October 01, 1998	1-91	01	October 01, 1998
A300-28-6058, Revision 01, October 01, 1998	1-67	01	October 01, 1998

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 5: The subject of this AD is addressed in French airworthiness directive 98-174-248(B), dated April 22, 1998.

(g) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 2, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**BRITISH AEROSPACE REGIONAL AIRCRAFT
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-11-24 BRITISH AEROSPACE REGIONAL AIRCRAFT [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]: Amendment 39-11773. Docket 99-NM-230-AD.

Applicability: BAe Model ATP airplanes, constructor's numbers 2002 through 2063 inclusive, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct damage of the nose landing gear (NLG) downlock support, which could result in collapse of the NLG, and consequent injury to passengers or flightcrew, accomplish the following:

Repetitive Inspections and Corrective Action

(a) Within 6 months or 750 flight cycles after the effective date of this AD, whichever occurs first, perform a general visual inspection to detect discrepancies (e.g., damage, or loose nuts or bolts) of the NLG downlock support assembly, bulkhead, attachment locations, and adjacent structure in the NLG bay; in accordance with British Aerospace Service Bulletin ATP-53-36, Revision 1, dated February 21, 2000. Thereafter, repeat the inspection at intervals not to exceed 2 years or 3,000 flight cycles, whichever occurs first.

(1) If any damage is found during any inspection in accordance with paragraph (a) of this AD, prior to further flight, repair in accordance with the service bulletin.

(2) If any loose nut or bolt is found during any inspection in accordance with paragraph (a) of this AD, prior to further flight, torque the affected nut or bolt to the limits specified in the service bulletin, in accordance with the service bulletin.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

NOTE 3: Inspections and corrective actions accomplished prior to the effective date of this AD in accordance with British Aerospace Service Bulletin ATP-53-36, dated June 9, 1999, are considered acceptable for compliance with the applicable actions specified in this amendment.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with British Aerospace Service Bulletin ATP-53-36, Revision 1, dated February 21, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Regional Aircraft, 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 5: The subject of this AD is addressed in British airworthiness directive 006-06-99.

(e) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 2, 2000.

Donald L. Riggins, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**AIRBUS INDUSTRIE
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-11-25 AIRBUS INDUSTRIE: Amendment 39-11774. Docket 2000-NM-22-AD.

Applicability: Model A320-232 and -233 series airplanes, certificated in any category, except those airplanes on which Airbus Modification 27146 or 28006 has been installed, or on which Airbus Service Bulletin A320-73-1067 has been accomplished.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent an inadvertent increase in thrust, which could result in reduced controllability of the airplane during final approach, accomplish the following:

Replacement

(a) Within 18 months after the effective date of this AD, replace the fuel metering units (FMU) of each engine with modified FMU's, in accordance with Airbus Service Bulletin A320-73-1067, dated August 11, 1999.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The replacement shall be done in accordance with Airbus Service Bulletin A320-73-1067, dated August 11, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 3: The subject of this AD is addressed in French airworthiness directive 2000-005-143(B), dated January 12, 2000.

(e) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 2, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**AIRBUS INDUSTRIE
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-11-26 AIRBUS INDUSTRIE: Amendment 39-11775. Docket 2000-NM-53-AD.

Applicability: All Model A330 and A340 series airplanes, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct corrosion of the retraction links of the main landing gear (MLG), which could result in reduced structural integrity and possible collapse of the MLG, accomplish the following:

Repetitive Ultrasonic Inspections

(a) Within 36 months time-in-service on any new retraction link, or within 2 months after the effective date of this AD, whichever occurs later, perform an ultrasonic inspection to detect corrosion of the retraction links left- and right-hand of the MLG, in accordance with Airbus Service Bulletin A330-32-3105, Revision 01, dated December 14, 1999 (for Model A330 series airplanes), or Airbus Service Bulletin A340-32-4148, Revision 01, dated December 14, 1999 (for Model A340 series airplanes), as applicable.

(1) If no corrosion is detected, or if corrosion is detected that is within the limits specified in the applicable service bulletin, repeat the inspection thereafter at intervals not to exceed 6 months.

(2) If any corrosion is detected that is outside the limits specified in the applicable service bulletin, replace the affected retraction link with a new retraction link at the time specified and in accordance with the procedures specified in the applicable service bulletin. Thereafter, repeat the inspection specified in paragraph (a) on any new retraction links, at the time specified in paragraph (a) of this AD.

NOTE 2: The Airbus service bulletins reference Messier-Dowty Service Bulletins A33/34-32-151, Revision 3, including Appendix A, and A33/34-32-152, Revision 3, including Appendix A, each dated January 11, 2000, as additional sources of service information for accomplishing the repetitive inspections.

NOTE 3: Although the inspection schedule of this AD applies to both left- and right-hand retraction links of the MLG, replacement of a retraction link, prior to scheduled replacement, would result in subsequent staggered inspections for the remainder of the retraction links.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with Airbus Service Bulletin A330-32-3105, Revision 01, dated December 14, 1999; or Airbus Service Bulletin A340-32-4148, Revision 01, dated December 14, 1999; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 5: The subject of this AD is addressed in French airworthiness directives 2000-013-107(B) R1, dated February 9, 2000, and 2000-015-132(B), dated January 12, 2000.

(e) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 2, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**AIRBUS INDUSTRIE
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-11-27 AIRBUS INDUSTRIE: Amendment 39-11776. Docket 2000-NM-139-AD.

Applicability: Model A319, A320, and A321 series airplanes; certificated in any category; as listed in Airbus Service Bulletin A320-55A1027, dated May 12, 2000.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct disbonding of the vertical stabilizer structure, which could result in reduced structural integrity of the spar boxes of the vertical stabilizer, accomplish the following:

Ultrasonic Inspection

(a) Within 60 days after the effective date of this AD, perform a one-time ultrasonic inspection to detect disbonding (damage) of the skin attachments at the stringers and spars of the vertical stabilizer, left- and right-hand sides, in accordance with Airbus Service Bulletin A320-55A1027, dated May 12, 2000.

(1) If no damage is detected or if a single area of damage is less than or equal to an area of 300 square millimeters (mm²), no further action is required by this AD.

(2) If any damage is detected and the area of damage is greater than 300 mm², or if multiple damage is detected on one specific component (stringer/spar attachment), prior to further flight, accomplish applicable repairs in accordance with the service bulletin.

Modification (for Certain Airplanes)

(b) For airplanes with manufacturer's serial numbers listed in paragraph B of the Planning Information of Airbus Service Bulletin A320-55A1027, dated May 12, 2000: Prior to or concurrent with the ultrasonic inspection required by paragraph (a) of this AD, modify the vertical stabilizer to ensure proper reinforcement of the structure/skin attachments, in accordance with Airbus Service Bulletin A320-55-1026, Revision 01, dated May 20, 1999.

NOTE 2: Accomplishment of the modification required by paragraph (b) of this AD, prior to the effective date of this AD, in accordance with Airbus Service Bulletin A320-55-1026 dated March 29, 1999, is considered acceptable for compliance with the applicable requirement of this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Airbus Service Bulletin A320-55A1027, dated May 12, 2000, and Airbus Service Bulletin A320-55-1026, Revision 01, dated May 20, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4: The subject of this AD is addressed in French airworthiness directive T2000-208-148(B) R1, dated May 17, 2000.

(f) This amendment becomes effective on June 28, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 2, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

BOEING AIRWORTHINESS DIRECTIVES LARGE AIRCRAFT

2000-11-28 BOEING: Amendment 39-11777. Docket 99-NM-208-AD.

Applicability: Model 747-400 series airplanes powered by Pratt & Whitney PW4000 series engines, line numbers 696 through 1100 inclusive; and Model 767-200 and -300 series airplanes powered by Pratt & Whitney PW4000 series engines, line numbers 1 through 646 inclusive; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent a slider disengaging from the auxiliary track assembly, which could lead to separation of a portion of the thrust reverser from the airplane during flight, possible impact of separated portions on airplane structure, and consequent possible rapid decompression of the airplane, reduced controllability of the airplane, or reduced structural integrity of the fuselage, accomplish the following:

Initial Inspection

(a) Prior to the accumulation of 3,000 total flight cycles, or within 90 days after the effective date of this AD, whichever occurs later, perform a detailed visual inspection of the upper and lower auxiliary track assemblies on each thrust reverser half of each engine to detect missing segments of the track lip; to detect signs that the slider has disengaged from the track; to detect cracks, gouges, and wear of the liner; and measure the auxiliary track beam dimensions; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-78A2164, Revision 2, dated December 3, 1998 (for Model 747-400 series airplanes); or Boeing Service Bulletin 767-78A0079, Revision 2, dated December 3, 1998 (for Model 767 series airplanes); as applicable.

NOTE 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Repetitive Inspections/Corrective Actions

(1) If no discrepancy is detected, repeat the detailed visual inspection thereafter at intervals not to exceed 3,000 flight cycles or 7,000 flight hours, whichever occurs earlier, until paragraph (b) or (c), as applicable, has been accomplished.

(2) If the auxiliary track lip has a missing segment of 3 inches or longer, or longitudinal cracks at the base of the lip, or other indications that the slider has disengaged from the track in the forward 4 inches, prior to further flight, repair in accordance with Part A of the Accomplishment Instructions of the applicable service bulletin. Repeat the detailed visual inspection thereafter at the applicable intervals specified in Part A of the Accomplishment Instructions of the applicable service bulletin, until paragraph (c) of this AD has been accomplished.

(3) If the auxiliary track lip has a missing segment of 3 inches or longer, or longitudinal cracks at the base of the lip, or other indications that the slider has disengaged from the track AFT of the forward four inches, accomplish paragraphs (a)(3)(i) or (a)(3)(ii) of this AD.

(i) Prior to further flight, repair in accordance with Part B of the Accomplishment Instructions of the applicable service bulletin. Repeat the detailed visual inspection thereafter at the applicable intervals specified in Part B of the Accomplishment Instructions of the applicable service bulletin, until paragraph (c) of this AD has been accomplished.

(ii) Accomplish both paragraphs (a)(3)(ii)(A) and (a)(3)(ii)(B) of this AD:

(A) Prior to further flight, deactivate the associated thrust reverser in accordance with Section 78-2 of Boeing Document D6U10151, "Boeing 747-400 Dispatch Deviations Guide," Revision 11, dated March 31, 1998 (for Model 747-400 series airplanes); or Section 78-2 of Boeing Document D630T002, "Boeing 767 Dispatch Deviations Guide," Revision 19, dated May 14, 1999 (for Model 767 series airplanes); as applicable. No more than one thrust reverser on any airplane may be deactivated under the provisions of the paragraph.

NOTE 3: The airplane may be operated for up to 30 days in accordance with the provisions and limitations specified in the operator's FAA-approved Master Minimum Equipment List, provided that no more than one thrust reverser on the airplane is inoperative.

(B) Within 30 days after deactivation of any thrust reverser in accordance with paragraph (a)(3)(ii)(A) of this AD, the thrust reverser must be repaired in accordance with the Accomplishment Instructions of the applicable service bulletin; once this is accomplished, the thrust reverser may then be reactivated. Repeat the detailed visual inspection thereafter at the applicable intervals specified in the Accomplishment Instructions of the applicable service bulletin, until paragraph (c) of this AD has been accomplished.

Terminating Action

(b) For any auxiliary track assembly on which no discrepancy is detected during any detailed visual inspection required by paragraph (a) of this AD: Replace the liner and slider of the auxiliary track assembly with a new, improved liner and slider, in accordance with Part A of the Accomplishment Instructions of Boeing Service Bulletin 747-78A2164, Revision 2, dated December 3, 1998 (for Model 747-400 series airplanes); or Boeing Service Bulletin 767-78A0079, Revision 2, dated December 3, 1998 (for Model 767 series airplanes); as applicable; at the later of the times specified in paragraphs (b)(1) and (b)(2) of this AD. Such action constitutes terminating action for the requirements of this AD for that assembly.

(1) Within 6,000 flight cycles, 14,000 flight hours, or 5 years after the date of the first inspection, whichever occurs earliest; or

(2) Within 4 years after the effective date of this AD.

(c) For any auxiliary track assembly on which any discrepancy is detected during any detailed visual inspection required by paragraph (a) of this AD: Repair the auxiliary track assembly (replace the slider and liner and install a retainer bar), or replace with a new, improved assembly (including a new liner and slider), as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-78A2164, Revision 2, dated December 3, 1998 (for Model 747-400 series airplanes); or Boeing Service Bulletin 767-78A0079, Revision 2, dated December 3, 1998 (for Model 767 series airplanes); as applicable; at the later of the times specified in paragraphs (c)(1) and (c)(2) of this AD. Such action constitutes terminating action for the requirements of this AD for that assembly.

(1) Within 4,500 flight cycles, 10,000 flight hours, or 3 years after the date of the first repair, whichever occurs earliest; or

(2) Within 2 years after the effective date of this AD.

NOTE 4: Inspections and repairs accomplished prior to the effective date of this AD in accordance with Boeing Service Bulletin 747-78A2164, Revision 1, or Boeing Service Bulletin 767-78A0079, Revision 1, both dated February 5, 1998; are considered acceptable for compliance with the applicable actions specified in this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) Except as provided by paragraph (a)(3)(ii)(A) of this AD, the actions shall be done in accordance with Boeing Service Bulletin 747-78A2164, Revision 2, dated December 3, 1998; or Boeing Service Bulletin 767-78A0079, Revision 2, dated December 3, 1998; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT:

Sulmo Mariano, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2686; fax (425) 227-1181.

Issued in Renton, Washington, on June 2, 2000.

Donald L. Rigg, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**FOKKER SERVICES
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-11-29 FOKKER SERVICES B.V.: Amendment 39-11778. Docket 2000-NM-06-AD.

Applicability: Model F27 Mark 050, 100, 200, 300, 400, 500, 600, and 700 series airplanes; and Model F28 Mark 0070, 0100, 1000, 2000, 3000, and 4000 series airplanes; certificated in any category; on which any Pacific Scientific Model 0108900 series flight crew shoulder harness assembly is installed.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the shoulder harness, which could result in injury to the flight crew during extremely turbulent flight conditions or during emergency landing or stopping conditions, accomplish the following:

Functional Test

(a) Within 6 months after the effective date of this AD, perform a one-time functional test to verify correct installation of the shoulder harnesses of the pilot's and co-pilot's seats, in accordance with paragraph (a)(1), (a)(2), (a)(3), or (a)(4) of this AD, as applicable. If any shoulder harness is incorrectly installed, prior to further flight, replace the shoulder harness assembly with a new or serviceable shoulder harness assembly, in accordance with paragraph (a)(1), (a)(2), (a)(3), or (a)(4) of this AD, as applicable.

(1) For Model F27 Mark 050 series airplanes: Accomplish the actions in accordance with Fokker Service Bulletin SBF50-25-051, dated October 14, 1999.

(2) For Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes: Accomplish the actions in accordance with Fokker Service Bulletin SBF27/25-65, Revision 1, dated March 1, 2000.

(3) For Model F28 Mark 0070 and 0100 series airplanes: Accomplish the actions in accordance with Fokker Service Bulletin SBF100-25-088, dated October 14, 1999.

(4) For Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes: Accomplish the actions in accordance with Fokker Service Bulletin SBF28/25-103, dated October 14, 1999.

NOTE 2: Accomplishment of the actions in accordance with Fokker Service Bulletin SBF27/25-65, dated October 14, 1999, is acceptable for compliance with the requirements of paragraph (a)(2) of the AD.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with Fokker Service Bulletin SBF50-25-051, dated October 14, 1999; Fokker Service Bulletin SBF27/25-65, Revision 1, dated March 1, 2000; Fokker Service Bulletin SBF100-25-088, dated October 14, 1999; or Fokker Service Bulletin SBF28/25-103, dated October 14, 1999; as applicable. Fokker Service Bulletin SBF27/25-65, Revision 1, dated March 1, 2000, contains the following list of effective pages:

Page Number	Revision Level Shown on Page	Date Shown on Page
1, 4-6	1	March 1, 2000
2-3	Original	October 14, 1999

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4: The subject of this AD is addressed in Dutch airworthiness directive BLA 1999-139 (A), dated October 29, 1999.

(e) This amendment becomes effective on July 19, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 6, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

CFM INTERNATIONAL AIRWORTHINESS DIRECTIVES ENGINE LARGE AIRCRAFT

2000-12-01 CFM International: Amendment 39-11779. Docket No. 98-ANE-38-AD. Supersedes AD 99-08-16, Amendment 39-11122.

Applicability

CFM International (CFMI) CFM56-2, -2A, -2B, -3, -3B, -3C, -5, -5B, -5C, and -7B series turbofan engines, installed on but not limited to McDonnell Douglas DC-8 series, Boeing 737 series, Airbus Industrie A319, A320, A321, and A340 series, as well as Boeing C-135, E-3, E-6, KC-135, KE-3, and RC-135 (military) series airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Required as indicated, unless accomplished previously.

To prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Inspections

(a) Within the next 30 days after the effective date of this AD, revise the Airworthiness Limitations Section (chapter 05-00-00) of Engine Shop Manual (ESM) CFMI-TP.SM.4 for CFM56-2 series engines, ESM CFMI-TP.SM.6 for CFM56-2A/-2B series engines, ESM CFMI-TP.SM.5 for CFM56-3/-3B/-3C series engines, ESM CFMI-TP.SM.7 for CFM56-5 series engines, ESM CFMI-TP.SM.9 for CFM56-5B series engines, ESM CFMI-TP.SM.8 for CFM56-5C series engines, and ESM CFMI-TP.SM.10 for CFM56-7B series engines, and for air carrier operations, revise the approved continuous airworthiness maintenance program, by adding the following:

“MANDATORY INSPECTIONS

(1) Perform inspections of the following parts at each piece-part opportunity in accordance with the Inspection/Check section instructions provided in the applicable manual sections listed below:

Engine Models	Part Name	Engine Manual Section	Inspection
All	Fan Disk (All Part Number (P/N))	72-21-03	Disk Fluorescent Penetrant Inspection (FPI) and Disk Bore and Dovetail Eddy Current Inspection (ECI)
CFM56-2/-2A/-2B/-3/-3B/-3C	High Pressure Turbine (HPT) Disk (All P/N)	72-52-02	Disk FPI and Disk Bore and Rim Bolt Hole(s) ECI
CFM56-5/-5B/-5C/-7B	HPT Disk (All P/N)	72-52-02	Disk FPI and Disk Bore ECI
CFM56-2A/-2B/-3/-3B/-3C	HPT Front Rotating Air Seal (All P/N)	72-52-03	Seal FPI and Seal Bore and Bolt Hole(s) ECI

Engine Models	Part Name	Engine Manual Section	Inspection
CFM56-5/-5B/-5C/-7B	HPT Front Rotating Air Seal (All P/N)	72-52-03	Seal FPI and Seal Bore ECI and Seal Bolt Hole(s) Focused FPI
CFM56-2	HPT Front Rotating Air Seal (All P/N)	72-52-03	Seal FPI and Seal Bore ECI and Seal Bolt Hole(s) ECI <u>or</u> focused FPI as applicable

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is considered completely disassembled when accomplished in accordance with the disassembly instructions in the manufacturer's engine manual; and

(ii) The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine."

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in §43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the Airworthiness Limitations Section of the manufacturer's ESM.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector (PMI), who may add comments and then send it to the ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(d) Special flight permits may be issued in accordance with §§21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Continuous Airworthiness Maintenance Program

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of §121.369 (c) of the Federal Aviation Regulations (14 CFR 121.369 (c)) must maintain records of the mandatory inspections that result from revising the Airworthiness Limitations Section of the applicable ESM and the air carrier's continuous airworthiness program. Alternately, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by §121.369 (c) of the Federal Aviation Regulations (14 CFR 121.369 (c)); however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under §121.380 (a) (2) (vi) of the Federal Aviation Regulations (14 CFR 121.380 (a) (2) (vi)). All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the ESM changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the applicable ESM.

Effective Date

(f) This amendment becomes effective on December 11, 2000.

FOR FURTHER INFORMATION CONTACT: Robert Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7138, fax (781) 238-7199.

Issued in Burlington, Massachusetts, on June 5, 2000.

Diane S. Romanosky Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service

BW2000-12

PRATT & WHITNEY AIRWORTHINESS DIRECTIVES ENGINE LARGE AIRCRAFT

2000-12-02 Pratt & Whitney: Amendment 39-11780. Docket No. 98-ANE-66-AD. Supersedes AD 99-08-15, Amendment 39-11121.

Applicability: Pratt & Whitney (PW) Model PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, PW4168, PW4168A, PW4164, PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3 and PW4098 turbofan engines, installed on but not limited to Airbus A300, A310, and A330 series, Boeing 747, 767, and 777 series, and McDonnell Douglas MD-11 series airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Inspections

(a) Within the next 30 days after the effective date of this AD, revise the Time Limits Section of the manufacturer's Engine Manual (EM), Part Numbers (P/Ns) 50A605, 50A443, 51A342, 50A822, 51A751, or 51A345, as applicable, for PW Model PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, PW4168, PW4168A, PW4164, PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3 and PW4098 turbofan engines, and for air carrier operations revise the approved mandatory inspections section of the continuous airworthiness maintenance program, to read as follows: "MANDATORY INSPECTIONS

(1) Perform inspections of the following parts at each piece-part opportunity in accordance with the instructions provided in the applicable PW4000 series Engine Cleaning, Inspection, and Repair (CIR) Manuals:

For Engine Manual 50A605 only, insert the following table:

Nomenclature	Part Number	CIR Manual Section	CIR Manual Inspection	CIR Manual
Hub, Front Compressor	ALL	72-31-07	Insp/Check-02	51A357
Hub, Turbine Front (Stage 1)	ALL	72-52-05	Insp/Check-02	51A357
Hub, Turbine Intermediate Rear (Stage 2)	ALL	72-52-06	Insp/Check-02	51A357

For Engine Manual 50A443 only, insert the following table:

Nomenclature	Part Number	CIR Manual Section	CIR Manual Inspection	CIR Manual
Hub, Front Compressor	ALL	72-31-07	Insp/Check-02	51A357
Hub, Turbine Front (Stage 1)	ALL	72-52-05	Insp/Check-02	51A357
Hub, Turbine Intermediate Rear (Stage 2)	ALL	72-52-06	Insp/Check-02	51A357

For Engine Manual 50A822 only, insert the following table:

Nomenclature	Part Number	CIR Manual Section	CIR Manual Inspection	CIR Manual
Hub, Front Compressor	ALL	72-31-07	Insp/Check-02	51A357
Hub, Turbine Front (Stage 1)	ALL	72-52-05	Insp/Check-02	51A357
Hub, Turbine Intermediate Rear (Stage 2)	ALL	72-52-06	Insp/Check-02	51A357

For Engine Manual 51A342 only, insert the following table:

Nomenclature	Part Number	CIR Manual Section	CIR Manual Inspection	CIR Manual
Hub, LPC Assembly	ALL	72-31-07	Insp/Check-02	51A357
Hub, Turbine Front Assembly (1 st Stage)	ALL	72-52-05	Insp/Check-02	51A357
Hub, Turbine Rear (Stage 2)	ALL	72-52-06	Insp/Check-02	51A357

For Engine Manual 51A345 only, insert the following table:

Nomenclature	Part Number	CIR Manual Section	CIR Manual Inspection	CIR Manual
Hub, LPC Assembly	ALL	72-31-07	Insp/Check-02	51A750
Seal - Air, HPT, 1 st Stage	ALL	72-52-19	Insp/Check-02	51A750
Hub, Turbine Front Assembly (1 st Stage)	ALL	72-52-05	Insp/Check-02	51A750
Seal – Air, HPT 2 nd Stage Assembly	ALL	72-52-22	Insp/Check-02	51A750
Hub, Turbine Rear Assembly (2 nd Stage)	ALL	72-52-06	Insp/Check-02	51A750

For Engine Manual 51A751 only, insert the following table:

Nomenclature	Part Number	CIR Manual Section	CIR Manual Inspection	CIR Manual
Hub, LPC Assembly	ALL	72-31-07	Insp/Check-02	51A750
Seal - Air, HPT, 1 st Stage	ALL	72-52-19	Insp/Check-02	51A750
Hub, Turbine Front Assembly (1 st Stage)	ALL	72-52-05	Insp/Check-02	51A750
Seal – Air, HPT, 2 nd Stage Assembly	ALL	72-52-22	Insp/Check-02	51A750
Hub, Turbine Rear Assembly (2 nd Stage)	ALL	72-52-06	Insp/Check-02	51A750

(2) For the purpose of these mandatory inspections, piece-part opportunity means:

(i) The part is considered completely disassembled when accomplished in accordance with the disassembly instructions in the manufacturer's engine manuals to either the part detail or part assembly level part numbers for the parts listed in the Tables above; and

(ii) The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine."

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in section 43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the Time Limits Section of the manufacturer's EM's.

Alternative Method of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector (PMI), who may add comments and then send it to the ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Continuous Airworthiness Maintenance Program

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)] must maintain records of the mandatory inspections that result from revising the Time Limits Section of the EM's and the air carrier's continuous airworthiness program. Alternately, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)]; however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under § 121.380 (a) (2) (vi) of the Federal Aviation Regulations [14 CFR 121.380 (a) (2) (vi)]. All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the engine manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the EM's.

(f) This amendment becomes effective on September 13, 2000.

FOR FURTHER INFORMATION CONTACT: Peter White, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7128, fax (781) 238-7199.

Issued in Burlington, Massachusetts, on June 5, 2000.

Diane S. Romanosky, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service

BW 2000-12

**AIRBUS INDUSTRIE
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-12-04 AIRBUS INDUSTRIE: Amendment 39-11782. Docket 99-NM-95-AD. Supersedes AD 97-11-01, Amendment 39-10030.

Applicability: Model A319, A320, and A321 series airplanes, certificated in any category; except those on which Airbus Modification 25896, 25592, or 25593, or Airbus Service Bulletin A320-53-1128, Revision 01, dated October 4, 1999, has been accomplished.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking of the fuselage frames and frame feet, and consequent reduced structural integrity of the fuselage, accomplish the following:

Inspection

(a) Perform a high frequency eddy current (HFEC) inspection to detect fatigue cracks in the frames and frame feet at fuselage frames FR37 through FR41, adjacent to stringer 23, at the time specified in paragraph (a)(1), (a)(2), or (a)(3), as applicable; in accordance with Airbus Service Bulletin A320-53-1141, Revision 01, dated October 4, 1999.

(1) For Configuration 01 airplanes, as identified in Airbus Service Bulletin A320-53-1141: Within 3,500 flight cycles after the effective date of this AD.

(2) For Configuration 02 airplanes, as identified in Airbus Service Bulletin A320-53-1141: Within 16,000 flight cycles after accomplishment of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994, or within 3,500 flight cycles after the effective date of this AD, whichever occurs later.

(3) For Configurations 03, 04, and 05 airplanes, as identified in Airbus Service Bulletin A320-53-1141: Prior to the accumulation of 20,000 total flight cycles, or within 3,500 flight cycles after the effective date of this AD, whichever occurs later.

Repetitive Inspections or Corrective Action(s)

(b) For Configuration 01 airplanes: If no crack is detected during the HFEC inspection required by paragraph (a) of this AD, accomplish the action specified in either paragraph (b)(1) or (b)(2) of this AD.

(1) Repeat the HFEC inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 3,500 flight cycles until accomplishment of paragraph (f) of this AD. Or

(2) Prior to further flight, modify each fastener hole of the outer frame flanges of left and right fuselage frames FR37 through FR41, adjacent to stringer 23, in accordance with Airbus Service Bulletin A320-53-1141, Revision 01, dated October 4, 1999. Within 16,000 flight cycles after accomplishment of this modification, and thereafter at intervals not to exceed 3,500 flight cycles, repeat the HFEC inspection required by paragraph (a) of this AD until accomplishment of paragraph (f) of this AD.

NOTE 2: Airbus Service Bulletin A320-53-1141, Revision 01, dated October 4, 1999, references Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994, as an additional source of information for accomplishing the modification required by paragraph (b)(2) of this AD.

NOTE 3: Accomplishment of the modification in accordance with Airbus Service Bulletin A320-53-1125, dated August 5, 1994, prior to the effective date of this AD, is considered acceptable for compliance with the modification requirements of paragraph (b)(2) of this AD.

(c) For Configurations 02, 03, 04, and 05 airplanes: If no crack is detected during the inspection required by paragraph (a) of this AD, repeat the HFEC inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 3,500 flight cycles until accomplishment of paragraph (f) of this AD.

(d) If any crack less than 0.20 inches (5.0 mm) in length is detected during any HFEC inspection required by this AD, prior to further flight, accomplish the actions specified in either paragraph (d)(1) or (d)(2) of this AD.

(1) Repair in accordance with Airbus Service Bulletin A320-53-1141, Revision 01, dated October 4, 1999. Repeat the HFEC inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 3,500 flight cycles. Or

(2) Accomplish the actions specified in paragraph (f) of this AD.

(e) If any crack is 0.20 inches (5.0 mm) or greater in length, or if more than one crack per frame side is detected during any HFEC inspection required by this AD, prior to further flight, simultaneously accomplish the actions specified in paragraphs (e)(1) and (e)(2) of this AD.

(1) Replace the frame segment and/or frame foot with a new frame segment or frame foot in accordance with Airbus Service Bulletin A320-53-1141, Revision 01, dated October 4, 1999. And

(2) Accomplish the actions specified in paragraph (f) of this AD.

Optional Terminating Action

(f) Modification of the frames and frame feet area at fuselage frames FR37 through FR41 (including the rotating probe eddy current inspection to detect cracks, fastener hole repair, installation of doublers on each frame, cold working of specified fastener holes, installation of new fasteners in the cold-worked holes, and installation of new modified system brackets), as applicable, in accordance with Airbus Service Bulletin A320-53-1128, Revision 01, including Appendix 01, dated October 4, 1999, constitutes terminating action for the requirements of this AD.

NOTE 4: Accomplishment of the modification in accordance with Airbus Service Bulletin A320-53-1128, including Appendix 01, dated October 3, 1997, prior to the effective date of this AD, is considered acceptable for compliance with the modification requirements of paragraph (f) of this AD.

Alternative Methods of Compliance

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(i) The actions shall be done in accordance with Airbus Service Bulletin A320-53-1141, Revision 01, dated October 4, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 6: The subject of this AD is addressed in French airworthiness directive 98-509-123(B), dated December 16, 1998.

(j) This amendment becomes effective on July 19, 2000.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 6, 2000.

Donald L. Rigg, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**INTERNATIONAL AERO ENGINES
AIRWORTHINESS DIRECTIVES
ENGINE
LARGE AIRCRAFT**

2000-12-05 International Aero Engines AG: Amendment 39-11783. Docket No. 98-ANE-45-AD. Supersedes AD 99-08-11, Amendment 39-11117.

Applicable Engines

International Aero Engines AG (IAE) V2500- A1/-A5/-D5 series turbofan engines, installed on but not limited to Airbus Industrie A319, A320, and A321 series, and McDonnell Douglas MD-90 series airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Required as indicated, unless accomplished previously.

To prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Inspections

(a) Within the next 90 days after the effective date of this AD, revise the Airworthiness Limitations Section (ALS) and Maintenance Scheduling Section (MSS) of the Instructions for Continued Airworthiness (ICA), located in the Time Limits Manual (Chapter 05-10-00) of the Engine Manuals, part number (P/N) E-V2500-1IA and P/N E-V2500-3IA, and for air carrier operations revise the approved continuous airworthiness maintenance program, by

(1) Adding the following to paragraph 1, entitled “Airworthiness Limitations:” “Refer to paragraph 2 – Maintenance Scheduling for information that sets forth the operator’s maintenance requirements for the V2500 On-Condition engine.”

(2) Adding the following paragraph 2, entitled “Maintenance Scheduling:” “Whenever a Group A part identified in this paragraph (see 3.0 for definition of Group A) satisfies both of the following conditions:

The part is considered completely disassembled when accomplished in accordance with the disassembly instructions in the engine manufacturer’s engine manual; and

The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine; then that part is considered to be at the piece-part level and it is mandatory to perform the inspections for that part as specified in the following:

Part Nomenclature	Part number (P/N)	Inspect per Engine Manual Chapter
Fan Disk	All	Chapter 72-31-12, Subtask 72-31-12-230-054
Stage 1 HP Turbine Hub	All	Chapter 72-45-11, Task 72-45-11-200-002
Stage 2 HP Turbine Hub	All	Chapter 72-45-31, Task 72-45-31-200-004”

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in section 43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the ALS and MSS of the ICA in the Time Limits Manual (Chapter 05-10-00) of the Engine Manuals, P/N E-V2500-1IA and P/N E-V2500-3IA.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector (PMI), who may add comments and then send it to the ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Continuous Airworthiness Maintenance Program

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)] must maintain records of the mandatory inspections that result from revising the ALS and MSS of the ICA in the Time Limits Manual (Chapter 05-10-00) of the Engine Manuals, P/N E-V2500-1IA and P/N E-V2500-3IA, and the air carrier's continuous airworthiness program. Alternately, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)]; however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under § 121.380 (a) (2) (vi) of the Federal Aviation Regulations [14 CFR 121.380 (a) (2) (vi)]. All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the engine manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the Engine Manuals.

(f) This amendment becomes effective on August 11, 2000.

FOR FURTHER INFORMATION CONTACT: Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7133, fax (781) 238-7199.

Issued in Burlington, Massachusetts, on June 6, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

BW 2000-12

**AIRBUS INDUSTRIE
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-12-06 AIRBUS INDUSTRIE: Amendment 39-11784. Docket 2000-NM-64-AD.

Applicability: A330 and A340 series airplanes, certificated in any category, equipped with any "SAMM" elevator servo-control having any part number SC4800-2 through SC4800-8 inclusive airplanes.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct excessive play of the eye-end of the piston rod of the elevator servo-controls, which could result in failure of the elevator servo-control, accomplish the following:

(a) Within 30 months since date of manufacture of the airplane, or within 500 flight hours after the effective date of this AD, whichever occurs later, perform an inspection to check the play of the piston rod eye-ends of the elevator servo-controls, in accordance with Airbus Service Bulletin A330-27-3062 (for Model A330 series airplanes) or A340-27-4072 (for Model A340 series airplanes), both Revision 01, both dated July 21, 1999. Thereafter, repeat the inspection at intervals not to exceed 15 months.

(1) If any play that is 0.0059 inch (0.15 mm) or greater and less than 0.0118 inch (0.30 mm) is detected: Prior to further flight, replace the rod eye-end with a new SARMA or NMB rod eye-end, in accordance with the applicable service bulletin.

(2) If any play that is 0.0118 inch (0.30 mm) or greater is detected: Prior to further flight, perform a dye penetrant inspection to detect cracking of the servo-control, in accordance with the applicable service bulletin.

(i) If no crack is detected: Prior to further flight, replace the rod eye-end with a new SARMA or NMB rod eye-end, in accordance with the applicable service bulletin.

(ii) If any crack is detected: Prior to further flight, replace the servo-control with a new servo-control, in accordance with the applicable service bulletin.

NOTE 2: Accomplishment of an inspection in accordance with Airbus Service Bulletin A330-27-3062 (for Model A330 series airplanes) or A340-27-4072 (for Model A340 series airplanes), both dated February 5, 1999; is considered acceptable for compliance with the initial inspection requirements of paragraph (a) of this AD.

NOTE 3: The Airbus service bulletins reference SAMM Service Bulletin SC4800-27-34-06, dated January 2, 1999, as an additional source of service information for accomplishment of the dye penetrant inspection specified by paragraph (a)(2) of this AD.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with Airbus Service Bulletin A330-27-3062, Revision 01, dated July 21, 1999; or Airbus Service Bulletin A340-27-4072, Revision 01, dated July 21, 1999; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 5: The subject of this AD is addressed in French airworthiness directives 2000-025-109(B) R1 and 2000-024-135(B) R1, both dated March 8, 2000.

(e) This amendment becomes effective on July 20, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 7, 2000.

Donald L. Rigg, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**SAAB AIRCRAFT
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-12-07 SAAB AIRCRAFT AB: Amendment 39-11785. Docket 99-NM-51-AD.

Applicability: Model SAAB SF340A, serial numbers –004 through –159 inclusive; and SAAB 340B series airplanes, serial numbers –160 through –444 inclusive; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent corrosion in the inboard and outboard bearing housings of the support assembly of the main landing gear (MLG), which could result in fatigue cracks in the support assembly and lead to failure of the MLG, accomplish the following:

Initial Inspection

(a) At the applicable time specified in paragraph (a)(1), (a)(2), (a)(3), or (a)(4) of this AD: Perform a one-time general visual inspection of the eight bearing housing surfaces of the MLG to detect corrosion or scratches, in accordance with Saab Service Bulletin 340-57-036, dated October 20, 1999.

(1) For airplanes with 32,000 or more total flight cycles as of the effective date of this AD, the inspection is to be performed within 4,000 flight cycles after the effective date of this AD.

(2) For airplanes with 24,000 or more and fewer than 32,000 total flight cycles as of the effective date of this AD, the inspection is to be performed within 6,000 flight cycles after the effective date of this AD.

(3) For airplanes with 12,000 or more and fewer than 24,000 total flight cycles as of the effective date of this AD, the inspection is to be performed prior to the accumulation of 24,000 total flight cycles, or within 6,000 flight cycles after the effective date of this AD, whichever occurs later.

(4) For airplanes with fewer than 12,000 total flight cycles as of the effective date of this AD, the inspection is to be performed prior to the accumulation of 12,000 total flight cycles, or within 6,000 flight cycles after the effective date of this AD, whichever occurs later.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

Corrective Actions

(b) Except as provided by paragraph (c) of this AD: If, during the inspection required by paragraph (a) of this AD, any corrosion or scratch is detected that is within the limits specified in Saab Service Bulletin 340-57-036, dated October 20, 1999, prior to further flight, perform corrective actions (including rework, an eddy current inspection, and repair) in accordance with Steps 2.B. and 2.C. of the Accomplishment Instructions of the service bulletin.

(1) If, after rework, the depth of the damage is less than or equal to 0.15 mm (0.006 inches) AND the damage does not exceed 15 percent of the area, no further action is required by this AD.

(2) If, after rework, the depth of the damage exceeds 0.15 mm (0.006 inches) but is less than or equal to 1.1 mm (0.043 inches), AND the damage does not exceed 30 percent of the area: Within 4,000 flight cycles after accomplishment of the inspection required by paragraph (a), repair the MLG support assembly in accordance with the service bulletin. Following the repair, no further action is required by this AD.

(c) If, during any inspection required by this AD, a discrepancy is detected for which the service bulletin specifies to contact Saab for appropriate action [including any crack or any corrosion or scratch that exceeds 1.1 mm (0.043 in) after applicable rework has been performed as required by paragraph (b) of this AD]: Prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate; or the Luftfartsverket (LFV) (or its delegated agent). For a repair method to be approved by the Manager, International Branch, ANM-116, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) Except as specified by paragraph (c) of this AD, the inspections and corrective actions shall be done in accordance with Saab Service Bulletin 340-57-036, dated October 20, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4: The subject of this AD is addressed in Swedish airworthiness directive 1-146, dated October 20, 1999.

(g) This amendment becomes effective on July 20, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 7, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BW 2000-12

**DASSAULT AVIATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

2000-12-15 DASSAULT AVIATION: Amendment 39-11793. Docket 2000-NM-56-AD.

Applicability: All Model Falcon 2000, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 series airplanes; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the overwing emergency exits to open, and consequent injury to passengers or crew members during an emergency evacuation, accomplish the following:

Operational Test and Inspection

(a) Within 30 days after the effective date of this AD, perform an operational test and detailed visual inspection of the overwing emergency exit from inside the cabin to detect discrepancies (including separation, tearing, wearing, arcing, cracking) in the areas and components listed in Chapter 5 (ATA Code 52) of the applicable airplane maintenance manual (AMM). Accomplish the actions in accordance with the applicable AMM. If any discrepancy is detected during any test or inspection required by this paragraph, prior to further flight, repair in accordance with Chapter 5 (ATA Code 52) of the applicable AMM. Repeat the operational test and inspection thereafter at intervals not to exceed 13 months.

NOTE 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

NOTE 4: The subject of this AD is addressed in French airworthiness directives 1999-213-025(B), 1999-212-024(B), 1999-211-023(B), and 1999-210-009(B); all dated May 19, 1999.

(d) This amendment becomes effective on July 20, 2000.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on June 9, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.